

GRAIN DEALERS JOURNAL

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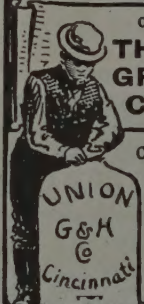
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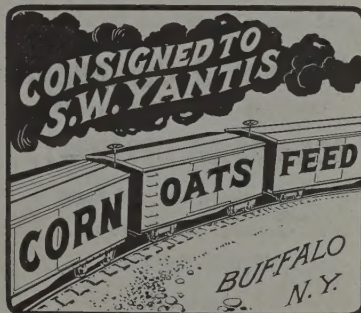
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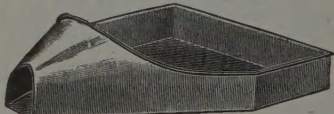
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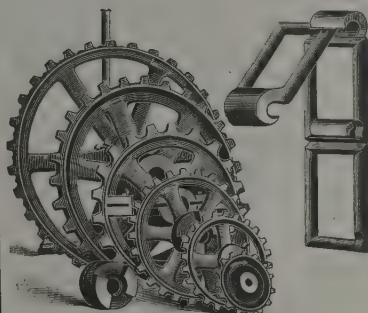
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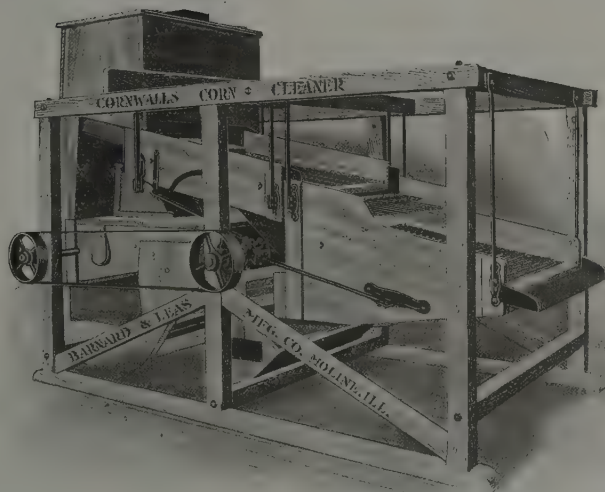
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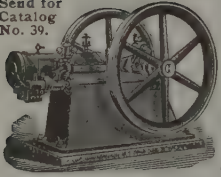
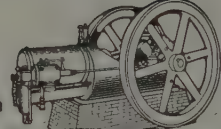
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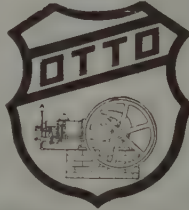
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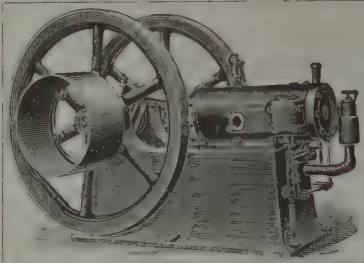
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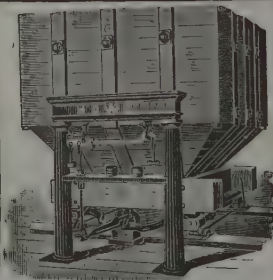
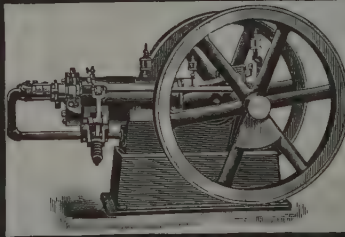
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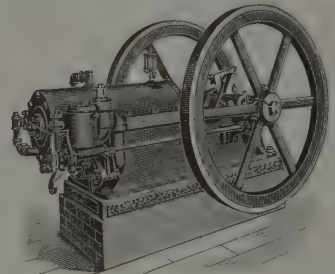
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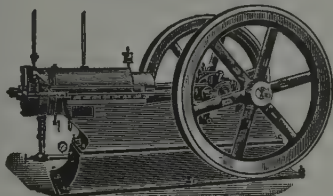
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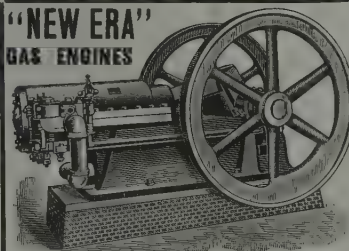
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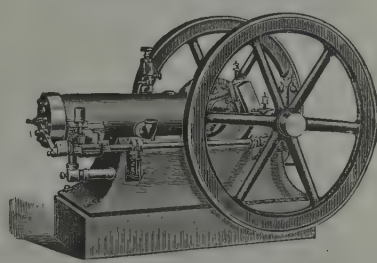
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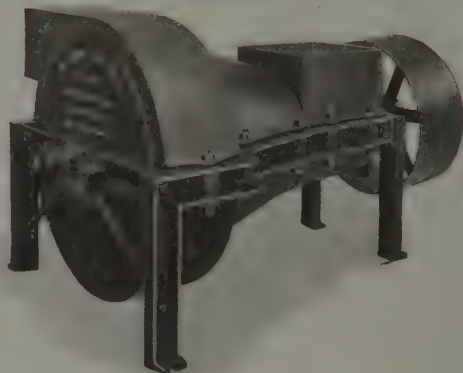
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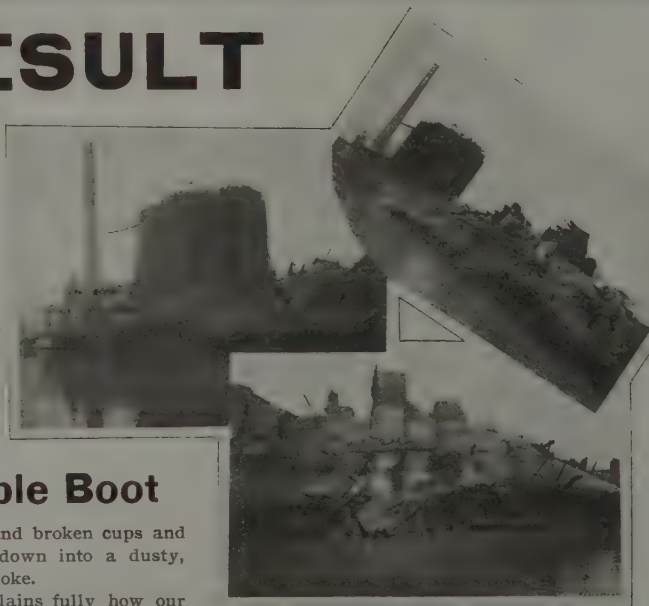
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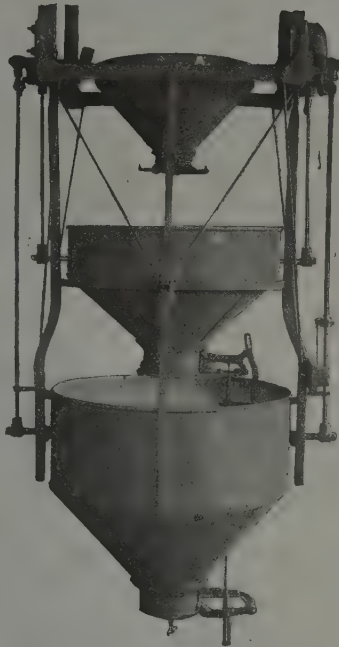
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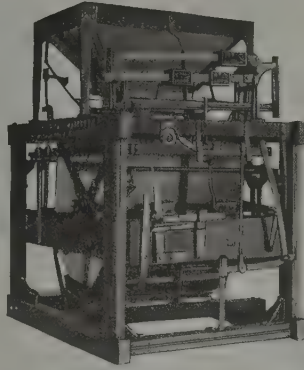
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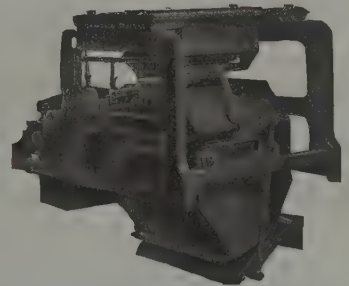
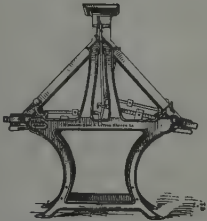
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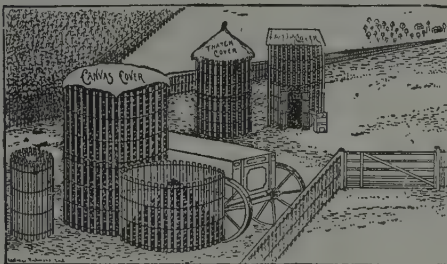
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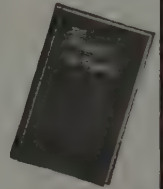


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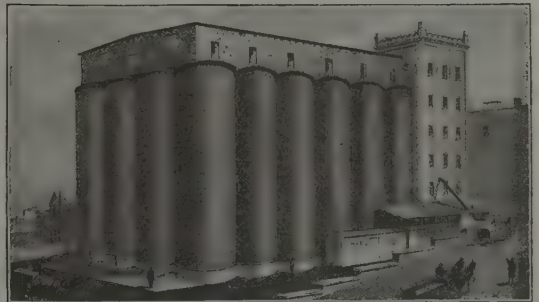
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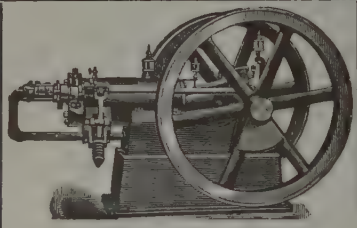
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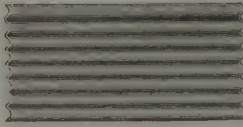


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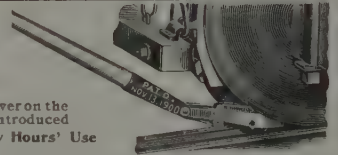
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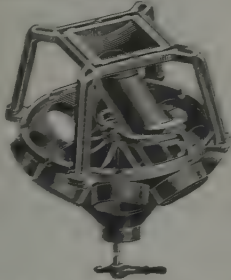
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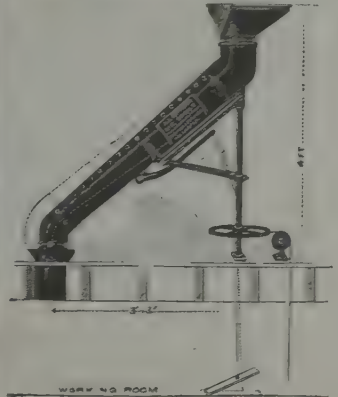
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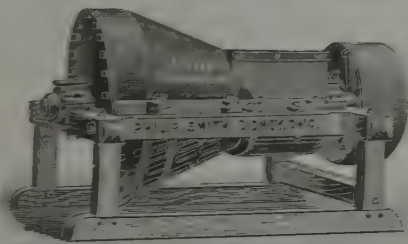
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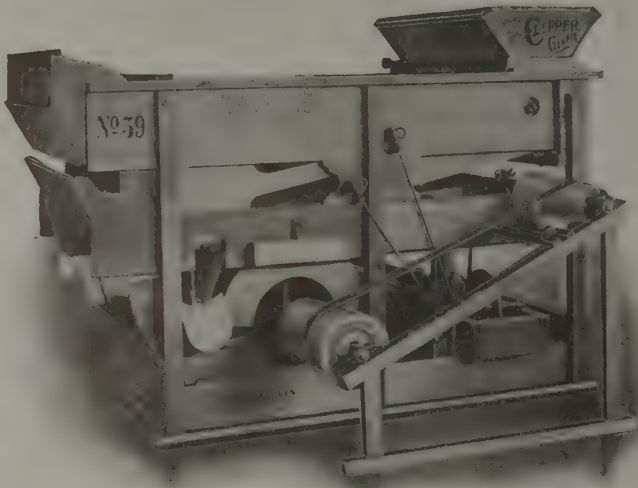
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Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

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THE **NEW PROCESS
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Price.....\$2.00

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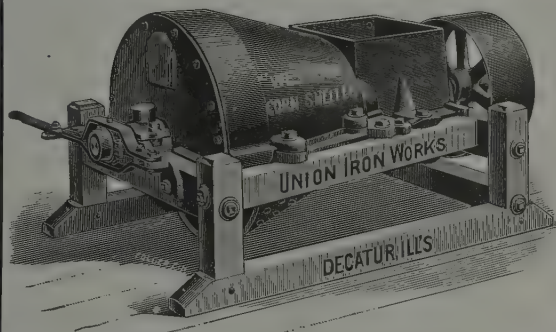
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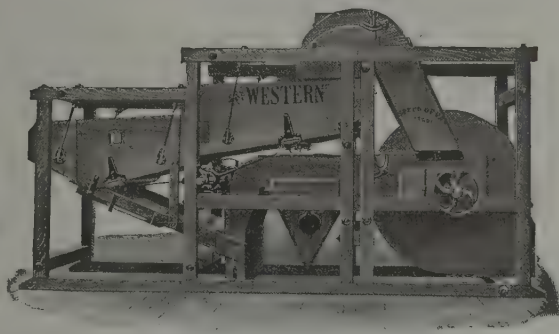
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SMALL ELEVATOR and coal business for sale. Good territory and corn prospects never better. Address Box 98, Sulphur Springs, Ind.

I HAVE FOR SALE for cash a few good Frisco and Santa Fe elevators in the heart of the wheat and corn belt of Northern Oklahoma. If interested, write Lock Box 734, Blackwell, Okla.

ELEVATOR, GRAIN, FEED and **COAL** business in Central Iowa town of 1,500 for sale. No competition. Very large territory. Business first-class. The best opportunity in the West. Good reason for selling. Address Newron, Box 5, Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.**PARTNER WANTED IN PAYING BUSINESS.**

Half interest offered with responsible party, well advertised, and a paying business that can be handled by any aggressive, experienced young or middle aged grain man, is offered to the right party.

The in-coming partner would deal with grain men, and would have some traveling—probably three days per week, home every night—and would draw \$100.00 per month besides half net profits.

The proposition will bear careful investigation, and will take \$3,000.00 to handle it. It will show better profits than any \$10,000 to \$15,000 elevator on the market. City of 25,000 to live in.

Don't reply unless you mean business, and can take the proposition up by the 15th of October. Address **PAYING BUSINESS**, 357 Grain Dealers Journal, Chicago, Ill.

Any Weight

of grain up to 100,000 pounds is reduced to bushels by Clark's Decimal Grain Values, which also shows the value of any number of pounds in dollars and cents.

GRAIN DEALERS JOURNAL,

255 LaSalle Street,

CHICAGO,

ILL.

SECOND-HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS JOURNAL

OF CHICAGO.

COSTS 15 CENTS PER LINE.

ELEVATORS WANTED.

LIST your elevator with Marker & Mote, Greenville, O.

ELEVATOR WANTED to rent. Address Box 62, Parkersburg, Ia.

WANT TO RENT or buy elevator. Address, Box 154, Lesterville, S. D.

ELEVATOR WANTED, doing good business, in Iowa or Illinois. Address W. E. W., Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED—List your elevator with me. I have cash buyers for good plants. Aaron Smick, Elevator Broker, Decatur, Ill.

ELEVATOR WANTED in eastern South Dakota. Give complete description and lowest price. Address Colt, Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED, in Indiana or eastern Illinois. State full description, price and whether on leased land. Address W. F. Stilwell, Covington, Indiana.

ILLINOIS ELEVATOR wanted, which is run-down, preferably one operated by a co-operative company. Address A. G. Billings, Box 7, Grain Dealers Journal, Chicago, Ill.

WANTED ELEVATORS OR LUMBER business or both in North Western Iowa, South Western Minnesota, North Eastern Nebraska and Dakotas, will buy any number for cash, write at once as we want your business. Address No. 736 Postal Telegraph Bldg., Chicago, Ill.

SITUATIONS WANTED.

POSITION WANTED as manager or bookkeeper with live grain firm. References. Address Lock Box 250, Dawn, O.

FIRST CLASS MAN wants position as manager of elevator, best of references. 17 years experience. Address, A. W. Walls, New Richmond, Ind.

SITUATION WANTED as manager of an elevator, thoroughly understand the handling and purifying of grain; can give best of references. Address Robt. Nabstedt, Davenport, Iowa.

POSITION WANTED by a man with over 12 years experience in grain, stock and coal business. Good references furnished. Address N. B., Box 7, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by experienced grain man as traveling man for some grain commission firm; Iowa preferred; good references. Address Call, Box 6, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by an all-round man, 18 years experience, either in transfer or local elevator. I am a good engineer, good judge of grain and can do any and all kinds of repair work. Reference furnished, and satisfaction guaranteed. Address Box 138, Fowler, Ind.

OWING TO CHANGE with my present employer's elevator I offer my services as an all-around elevator man, from office to handling machinery and grading grain; can furnish reference; salary reasonable to start. Address C. O. Q., Box 2, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

GRAIN BUYER WANTED. Must speak German and give fidelity bond; parties answering send reference and address John A. Stolt, Kulm, N. D.

MILLS FOR SALE.

FLOURING MILL for sale or trade; 200-bbl. capacity. For particulars and terms address Cameron Investment Company, Cameron, Missouri.

FOR SALE: a 75 bbl. roller mill with elevator of 20,000 bushels capacity on Monon R. R., all in first class condition. Good grain country. Write for further information. Address J. A. Low & Son, Bainbridge, Putnam Co., Ind.

MISCELLANEOUS.

WOOL WANTED. We are in the market as wool jobbers and will pay the market price. Address Berne Grain & Hay Co., Berne, Ind.

WILL PAY for Fotografis showing the condition of elevators after they collapse or burst, together with a statement of the causes which led to the disaster. J. G. Bullock, Builder, Box 6, Grain Dealers Journal, Chicago.

BUY a home in Tipton, Cedar Co., Ia., a prosperous, progressive county seat of 3,600 people. My dwelling occupies three 50-ft. lots south front on corner, \$2,000. Address Easy Terms, Box 6, Grain Dealers Journal, Chicago.

INFORMATION WANTED—Will pay well for information which will assist me in collecting a valid claim against the F. C. Graves Seed Co., of Des Moines, Ia. Address Creditor, Box 6, Grain Dealers Journal, Chicago, Ill.

INFORMATION WANTED regarding the Eclipse Commission Co., of Nashville, Tenn. Who composes the firm and where did they come from? Information will be treated confidential if desired. Hagard, Box 5, Grain Dealers Journal, Chicago.

WUD U SELL OUT

Then read the advertisements in the "Elevators Wanted" column of the Grain Dealers Journal, or better still, advertise your property in the "Elevators For Sale" columns of the Grain Dealers Journal, and get your own price for it.

Ads in these department cost only 15c a line, yet bring prompt results.

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

The Journal is published on the 10th and 25th of each month

Auditors, Bookkeepers

and other accountants who check over Grain Accounts will find Clark's Decimal Grain Values an invaluable assistant. By its use the labor will be reduced to a minimum, errors will be prevented and time saved.

Write for Descriptive Circular

Grain Dealers Co.

255 LA SALLE ST.

CHICAGO, ILL.

Secured Position.

Maurice Garrison of Atlantic, Iowa, writes: The first issue of the Grain Dealers Journal located me in a good position; and I have had several offers of good positions since from the advertisement.

Gas Engine Books

Operators of gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.

THE PRACTICAL GAS ENGINEER,

by E. W. Longenecker, M. D., Price, \$1.00.

THE GAS AND GASOLINE ENGINE,

by Norman & Hubbard, Price, \$1.00.

THE GAS ENGINE HANDBOOK, by

E. W. Roberts, Price, \$1.50.

GAS ENGINE TROUBLES AND REMEDIES, by Albert Stritmatter, Price, \$1.00.

For any of the above address,

Grain Dealers Journal

255 La Salle St. Chicago, Ill.

ENGINES FOR SALE.

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

ENGINE FOR SALE—1 Rocker Valve Engine, 10x20. Address American Malting Co., Milwaukee, Wis.

NEW ERA 20-h.p. gasoline engine for sale; in good condition. Address Dudley & Company, Wren, Ohio.

FOR SALE—50 and 60-h. p. Gasoline Engines; practically new at a bargain. Room 515 Ogden Building, 34 Clark St., Chicago, Ill.

FAIRBANKS GASOLINE ENGINE, 25 h. p. for sale; used 18 months; good as new; wish to sell because need more power. Address, Horner Elevator & Mill Company, Lawrenceville, Ill.

BACKUS 2½-h. p. thoroughly overhauled and good as new, \$150.00. ¾-remodeled gasoline engine, \$150.00. Other sizes furnished. Address J. E. Plunket, 119 Washington Blvd., Chicago, Ill.

FOR SALE:—Slightly used engines of different makes, sizes 2 to 25 H. P.: Have all been put in first class shape, and will sell cheap. Witte Iron Works Company, 526 West 5th Street, Kansas City, Missouri.

GASOLINE ENGINES FOR SALE.
 One 7-h. p. Otto.....\$225.00
 One 12-h. p. Webster.....\$325.00
 One 35-h. p. Otto.....\$550.00
 Colborne Mfg. Co.,
 35 Indiana St., Chicago.

2ND HAND ENGINES for sale. One 5 h. p. Fairbanks; two 8, one 10, and one 16 h. p. Otto; one 10 h. p. Columbus; one 25 h. p. and one 30 h. p. Webster; 18 h. p. Olds. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

GRAIN DEALERS GASOLINE ENGINE is the latest improved gasoline engine on the market, specially designed for the grain trade. Send for circular and prices that defy competition.

DAVIS-JOHNSON CO.
 9 S. Canal St. Chicago, Ill.

FOR SALE—One twenty-five h. p. gasoline engine. One twenty h. p. gasoline engine. One ten h. p. gasoline engine. All in first class condition. Will sell at what they are worth, and would take a steam plant or thirty-five horse power boiler in part pay on one or all. Address Goodrich Bros. Hay & Grain Co., Winchester, Ind.

GASOLINE ENGINES for sale at a bargain.
 One 14 h. p. Ohio.
 One 2½ h. p. Rockford Engine.
 One 6 h. p. Fairbanks Electric Lighting Engine with dynamo. All are in first-class condition. Address C. P. & J. Lauson, 103 W. Water St., Milwaukee, Wis.

GASOLINE ENGINES FOR SALE.
 12-h. p. Model with electric ignition and both tanks, used only two weeks. Price \$325.00 cash.

6½-h. p. Webster, good condition, with tanks.

8-h. p. Lewis, good condition, with tanks, bargain. J. F. Atherton & Co., 30 S. Canal St., Phone Main 2343, Chicago, Ill.

ENGINES FOR SALE.

GAS ENGINE for sale, 25 h. p. with fixtures as good as new, run three years. Address Berne Grain & Hay Co., Berne, Ind.

ST. LOUIS CORLISS ENGINE, 20 x 42, for sale. Good as new. For particulars apply to the Aug. J. Bulte Milling Co., Kansas City, Mo.

ENGINES AND BOILERS.

THREE 72x20 second-hand boilers that will stand 175 lbs. cold water pressure or 125 lbs. steam pressure; in first class condition. A bargain. Address Manufacturers' Supply Co., Minneapolis, Minn.

MISCELLANEOUS FOR SALE.

BRASS GRAIN TESTERS at rock bottom prices, three sizes. Write for circular. A. S. Garman & Sons, Akron, O.

SAVE MONEY ON MACHINERY, engines and boilers, pumps, feed water heaters, fans, blowers, air compressors, gasoline engines. All sizes in stock. Write A. L. Dawson & Co., 29 W. Washington St., Chicago, Ill.

THREE CARD INDEX CABINETS FOR SALE.

1—6 drawer Globe
 1—9 drawer Library Bureau
 1—12 drawer Yawman & Erbe
 all in good condition. Price \$1.00 per drawer. Reason for selling, have installed a 30-drawer cabinet to take their place. Address Card Index, Box 5, Grain Dealers Journal, Chicago, Ill.

MACHINERY BARGAINS.
 500 bushel Fairbanks Hopper scale, sealed and tested\$75.00
 60x16 boiler, completed, tested to 165 lbs.\$325.00
 Large stock of state inspected second-hand boilers, 5 to 150 h. p.
 Engines, all sizes, rail, pipe, pulleys, shafting and mill machinery.
MANUFACTURER'S SUPPLY CO.
 Minneapolis. Minn.

FOR SALE AT BARGAINS:
 One Chandler & Taylor 140 h. p. Engine good as new. 10 h. p. upright engine, No. 4 Kelley Corn Crusher, No. 3 Buffalo Blower, Marsh deep well pump 6 x 12 brass lined cylinder, one 66 x 16 Atlas Boiler with good front, Worthington 4½ x 2¼ x 4 boiler feed pump, No. 7 Stilwell heater, 4 inch back pressure valve, 18 inch Medart friction clutch coupling for 2-15-16 shaft, No. 9 Constant Corn Cleaner and one No. 9 Reliance Corn Cleaner. Address Nading Mill & Grain Co., Shelbyville, Ind.

TO BUY SELL RENT or LEASE an ELEVATOR

Place an ad. in the "Wanted" or "For Sale" columns of the **GRAIN DEALERS JOURNAL** of Chicago. It will bring you quick returns, yet cost you only 15 cents per line. Try it.

MACHINES FOR SALE.

SEPARATORS for sale—2 H. A. Barnard's Separators, No. 6, good condition American Malting Co., Milwaukee, Wis.

FOR SALE AT A BARGAIN one No. 3 Victor corn sheller in good repair. Address Pauls Valley Milling Co., Pauls Valley, I. T.

FOR SALE, one No. 39 perfection dust collector in good order, \$75.00 f. o. b. Detroit. Address Parke, Davis & Co., Detroit, Mich.

FOR SALE one 200 bu. elevator separator, one 500 bu. corn cleaner and 30 bu. Cranson scourer. Address E. Brunner, Hope, Kans.

ELEVATOR SEPARATORS for sale. Two B. & L., 1,200 bu. capacity in good condition. Address Mueller & Young Grain Company, Chicago, Ill.

PORTABLE DUMP for sale. Will handle any kind of grain well and quickly. Just the thing for cribbing corn. Address Woodbury & Files, Muncie, Ind.

CORN ROLL FOR SALE. One 6 x 15 roller mill in first-class condition. Price \$100 f. o. b. Conway Springs, Kan. Address the H. L. Strong Grain Co., Kansas City, Mo.

FOR SALE—Feed mills, one Case 9 x 14 six rolls high, and one Alfree 7 x 18 six rolls high, both in first-class condition. One stationary 25-h. p. engine, first-class condition, also boiler and smoke stack. Ringlein Bros., Leipsic, O.

FOR SALE—One 9x18 three pair high feed rolls, W. D. Grey noiseless, style N, Corrugations 7-11-15. Machine in first class condition and ready to run. Lowest cash price \$130.00 F.O.B. Caledonia. Don't write unless you want to buy. Address Caledonia Mfg. Co., Caledonia, Mich.

ONE MARSEILLES No. 1A New Process Sheller complete with feeder, cob stacker, 9 foot elevator and 22 feet of drag extension feeder, main feeder 16 feet from driver pulley; 20 inch pulley. No trucks. Shelled 8,000 bushels corn. Price \$175.00. Address, Columbia Elevator Co., Oakland City, Ind.

FOR SALE—1 Foss Scientific combined mill, 12 in. plates in perfect order; 1 No. 7 Bowsher Elevator and Bagger, new last spring; 2 Allis Reels, 1, 21-in. diameter x 8 and 1, 26 x 8, with double conveyor plates, in perfect condition, same as new. Monarch Mill & Supply Co., Monadnock Bldg., Chicago.

SPECIAL BARGAINS.

One No. 2 Victor sheller, No. 2 Corn-wall corn cleaner, No. 6 clipper seed mill, No. 14 Boss car loader, cob crushers, No. 4 Monitor receiving separator, scourers and oat clippers, feed and attrition mills. One No. 4 Monitor combined corn and grain separator with wheat, oats and corn screens; one No. 4 Western corn sheller, capacity 3 to 400 bu. per hour. Good as new at a cut price. New circular No. 23 now out. Address A. S. Garman & Sons, Akron, O.

MISCELLANEOUS.

INFORMATION wanted regarding W. H. Wenholz, formerly of Champaign, Ill. Address Forty, Box 5, Grain Dealers Journal, Chicago, Ill.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

FOR SALE—two 1,000-bushel hopper warehouse scales. Address Honeoye Falls Manufacturing Co., Honeoye Falls, N. Y.

SCALE FOR SALE. Fifty-ton Howe track scale and platform timbers complete. Fine order; a bargain. Address The Detrick Milling Co., Tippecanoe City, Ohio.

NEW AND SECOND HAND Hopper, Platform, Wagon and Track Scales for sale. Get out prices. Satisfaction guaranteed. Beckman Bros., Des Moines, Ia.

THE STANDARD SCALES, for all purposes. Portable, Wagon, Hopper and Track Scales. Guaranteed durable and accurate; quality higher than the price. NOT IN THE TRUST. The Standard Scale & Supply Co., Station U., Chicago, Ill.

SCALES FOR SALE.

- 1 Fairbanks Hopper Scale, with 2 pillar supports, weight 5025 lbs.
 - 1 Fairbanks Platform Scale, with 2 pillar supports, weighs 3200 lbs.
 - 1 Howe Hopper Scale, with 2 pillar supports, weighs 3600 lbs.
- American Malting Co., Milwaukee, Wis.

HAY WANTED.

WE want your next consignment of HAY and STRAW. Address R. F. Morrow Commission Co., Chicago, Ill.

HAY and STRAW consigned to us receives our personal attention at Chicago or Milwaukee. Give us a trial. W. J. Armstrong Co.

CLOVER and MIXED HAY wanted. Can place it to good advantage; write for billing instructions. Address Ford B. Strough, Boston, Mass.

WE WANT your shipments. It will pay you to send for our market report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

QUICK SALES—PROMPT RETURNS—If you want these let your hay consignments go to S. G. Fairbank & Co., Richmond, Virginia. Draft with B-L attached for 75 per cent honored on all shipments.

BAGS FOR SALE.

BAGS for grain, oats, feed, etc., for sale cheap. Address William Ross & Co., 57-59 S. Water St., Chicago, Ill.

FOR SALE

White Pine,—Second-hand, 2 x 6 in., surfaced two sides, No. 1 quality, in quantities to suit, carlots or less, f. o. b. Minneapolis.

Apply

The Albert Dickinson Co.
Minneapolis, Minn.

GRAIN FOR SALE.

CORN, MILO, MAIZE AND KAFFIR corn for sale. Address R. J. Bishop, Gage, Okla.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of white, write or telegraph Sam Williamson, Salt Lake City, Utah.

KAFFIR CORN, Cane Seed, Alfalfa Seed, and Hard Milling Wheat for sale. Get our prices. L. H. Powell & Co., Wichita, Kansas.

DAMAGED GRAIN for sale at the Santa Fe Elevator, 27th & South Wood Sts., Chicago, at prices ranging from 5c a bushel up according to condition loaded in cars. For samples and prices, write Harris, Scotten Co., 37 Board of Trade Building, Chicago, Ill.

GRAIN WANTED.

BUCKWHEAT GRAIN WANTED. Address H. H. Emminga, Golden, Ill.

MILLING BUCKWHEAT wanted. Address H. J. Klingler & Co., Butler, Pa.

MILLING BUCKWHEAT, corn, oats and hay wanted. Quote, delivered. The Rafter Mill Co., Blaine, W. Va.

YELLOW EAR CORN, oats and hay wanted; drafts honored. Address Produce and Grain Company, Wheeling, W. Va.

MILLING wheat, corn, rye and buckwheat wanted. Send samples and we will make prompt offers. Address T. G. White Cereal Co., Cedar Rapids, Ia.

WE ARE in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

BUCKWHEAT WANTED—Wherever you are located, east or west, we want your buckwheat. Write us what kind of buckwheat, quantity, how dry, how clean, when can ship and price f.o.b. your station. Address Stillman Wright & Co., Berlin, Wis.

SEEDS FOR SALE.

TIMOTHY SEED for sale. Address Geo. D. Henry, Fairfield, Ia.

TIMOTHY \$1.50; CLOVER \$6.50; add 20c for sacks. Address G. D. Henry, Fairfield, Ia.

FOR SALE—Clover seed, timothy seed, alsike, oats, corn, milling wheat and hay. Don't fail to write us. Address Kinsey Bros., North Manchester, Ind.

SEEDS BOUGHT AND SOLD.

Clover, Timothy, Alfalfa and Millet seed bought and sold in any quantity. Send samples or orders to B. F. Adams, Peoria, Ill.

CARLOADS AND LESS: Red Clover, White Clover, Alsike, Kentucky Blue Grass, Red Top and Orchard Grass. Samples and quotations gladly furnished on application. Address W. H. Small & Co., Evansville, Ind.

SEEDS WANTED.

WANTED—Alfalfa, Millet, Cane Seed, Kaffir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

CLOVER, TIMOTHY and Red Top Seed wanted. Submit samples and prices. Louisville Seed Company, 232-234 2nd Str., Louisville, Ky.

CLOVER, TIMOTHY, RED TOP, ORCHARD GRASS SEED, etc., wanted in carloads. Address Wm. G. Scarlett & Co., Baltimore, Md.

SEEDS WANTED—We want to buy a carload of large GOLDEN MILLET. Send samples and prices delivered to Campbell, Morrell & Co., Passaic, N. J.

SEEDS WANTED—We want to buy several cars of timothy, clover, red-top, orchard and blue grass. Will buy in lots of from ten bags to carload. Send samples and quote, giving freight rate and stating quantity offered. Jas. L. Vance & Co., Chilhowie, Va.

PRIZE PACKAGE FOR NEW SUBSCRIBERS

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

Gentlemen:—In order to judge of the value of the Grain Dealers Journal to our business we will try it on the 10th and 25th of each month for one year. Enclosed find One Dollar.

Name of firm _____

Capacity of Elevator _____

Post Office _____

bus.

State _____

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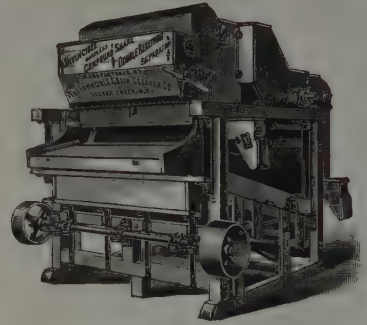
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**COMPOUND SHAKE DOUBLE
RECEIVING SEPARATOR**

We build it in all sizes to meet any required capacity. It stands perfectly quiet and steady under motion and does a quality of work that cannot be equalled by any other cleaner built. We also make it of all iron and steel. We have the best and latest improved screen cleaning brush rig. No bothersome screw shafts but a positive, direct and smooth running cleaner.

INVINCIBLE GRAIN CLEANER CO.
Silver Creek, N. Y.

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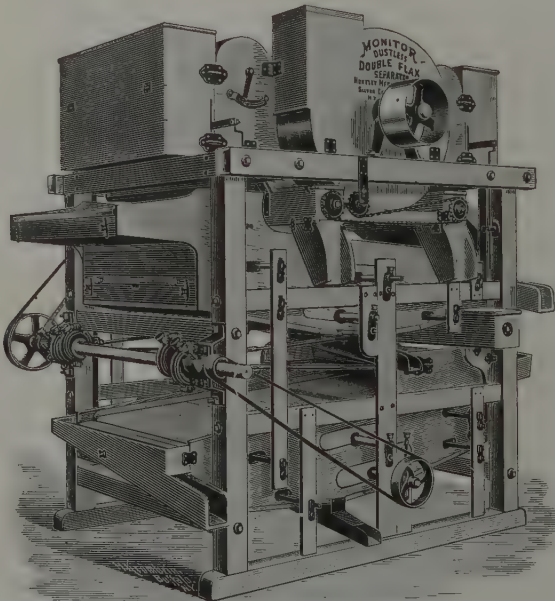
W. J. Scott, 604 Traders Bldg., Chicago, Ill.
Edw. A. Ordway, 512 Exchange Bldg., Kansas City, Mo.
J. N. Bacon, Balcherm Block, Indianapolis, Ind.

N. W. REPRESENTATIVES

Strong & Northway Mfg. Co., Minneapolis, Minn.

Here's another letter concerning the superiority of

The Monitor Dustless Flax Separator



**The Separator which
will pay for itself in
a single season's use**

COOPERSTOWN, N. D., Mar. 4.

We are convinced the Monitor Cleaners are surely the best on the market for four reasons—they are of good workmanship, and nicely finished; made of good material, do the work to perfection and are easy operated. The writer of this has managed the Cooper Elevator for the last five years, took out the Owens Cleaner last fall and put the Monitor in working order and run the machine since that time and can pleasantly say we would not give up the Monitor Cleaner for three times the price if we could not get another of the same make.

BEIER & HYDE.

*Send for our Treatise on Flax Cleaning.
It will show you how Monitors operate and
why they will pay for themselves in a
short time. Send today for the Treatise.*

Huntley Mfg. Company

Silver Creek, N. Y.

BRANCH OFFICES:

302 Traders Bldg., Chicago, Ill., F. M. Smith, Agent.
316-318 4th Ave., So. Minneapolis, Minn., A. F. Schuler, Agt.
121 Front St., New York, N. Y., J. W. Perrine, Agent.
3440 Beale St., San Francisco, Cal., Berger-Carter Co., Pacific
Coast Agents.
Hotel Savoy, Kansas City, Mo., H. C. Draver, Southwestern Agt.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month

BY THE

GRAIN DEALERS COMPANY

255 La Salle Street,
Chicago, Ill.

CHARLES S. CLARK, Manager.

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One Year \$1.50; Six Months 75 cents; Single
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elevator men of the country is unquestioned.
The character and number of advertise-
ments in its columns tell of its worth.

Letters

on subjects of interest to those engaged in
the grain trade, and trade news items are
always welcome.

Entered at Chicago, Ill., Post Office as
Second Class Matter.

CHICAGO, ILL., OCTOBER 10, 1905.

GRAIN bot right is easily sold at a profit, and *vice versa*.

THE DEALER who will not arbitrate a trade difference invariably lacks confidence in his own position.

CEASE trying to figure out the exact amount of the corn crop. You cannot get anywhere near the correct figure.

CARS do not leak in transit, but by watching the tracks at your station you will learn that chickens and birds are of a contrary opinion.

SHIPPERS who plug their loads generally have the price slugged hard when their deception is discovered. But never more than merited.

TWO CENT margin may be enough for handling corn or oats, but the country buyer who attempts to handle wheat on that margin will be broke in very short order. Make a living or stop.

STUDYING trade rules before differences arise will obviate many disputes. Each market has some rules peculiar to itself but the National Ass'n's rules are for all markets.

HOW long will Northwestern receivers continue to advance money without security to shippers? Can they afford to make such loans? Would it not be better for shippers to borrow from their home bankers?

THE Government Crop Reports have not been improved, but there are no advanced issues to aid the cotton speculators in milking the public.

THE CLIPPER which reduces your oats to powder needs either a new operator or a new clipper. Do not kick until you have thoroly investigated the matter, then will you be able to remedy the trouble.

WRITTEN contracts leave no room for disputes or misunderstanding, and the farmer is willing to deliver grain sold even tho the market does go up. For your peace of mind insist upon having written contracts.

ARE YOU ready for damp or soft grain? Are you prepared to handle it to your own advantage? Unless you know your drier will do the work right better throw it out and install one which will make you money.

FEED MILLS proved an excellent investment for many elevator operators last season, and enabled them to dispose of off-grade stuff at a good profit, hence it is natural to suppose that many more will be put in this season.

GERMANY gives promise of being an active buyer of U. S. grain from now until March 1, but after that our grain and flour will be barred unless our Senatorial wiseacres will permit the confirmation of reciprocal trade treaties.

THE introduction of grain driers at South Atlantic Ports has proved a double blessing. Not only are the elevators now equipped to load grain into ocean vessels in prime condition, thus insuring delivery at foreign ports without deterioration, but the drying results in garlic spreading out so that it is a very easy matter to blow it out of the wheat.

WHEN building your new corn cribs to store the biggest crop on record do not overlook the fact that you can obtain bevel edged boards for sides which will admit of as much ventilation as the straight edged boards and still keep out rain and snow. It will also be found of advantage to have the crib floors at least a foot from the ground and left open so as to permit a free circulation of air.

FORTY-SEVEN coalmen rode to Buffalo on passes recently, listened to a misleading address by the manager of the railroads' publicity anti-legislation department, and then by compromising their own views and swallowing their manhood, were able to adopt a resolution opposing the "vesting of a political commission with power to fix a rate." After the delegates had sold out they shud have been given passes to the North pole to prepare them for the frosty reception awaiting them when they return to their ass'ns.

YELLOW OATS do not command as good a price as shippers expect, because they lack sufficient nerve to discriminate sharply against them when buying. Grain which is bot right is invariably sold at a satisfactory price without difficulty.

A FREIGHT rate committee should prove a valuable adjunct to every grain dealers ass'n if made up of live energetic men. Different exchanges and millers ass'ns have profited largely by the work of such committees. Why not the grain dealers?

OVERLOADING may bring small relief for the scarcity of cars, but the shipper takes an awful risk of a heavy shortage at destination. When an overloaded car bulves and leaks the railroad does not wire money to pay shipper's loss.

SHIPPERS who labor under the impression that smut will not hurt the sale of their grain are about to invest in a round lot of very expensive experience. You may realize a profit from smutty wheat if you buy it right, but not otherwise.

DISTRIBUTION of cars among shippers at a station is not always done equitably. However, one wrong does not justify another and the shipper who wants 10 cars and orders 20 frequently gets himself into disfavor with the railway officials.

WILL wud-be grain shippers again permit freight trainmen to worry them into paying premiums for cars? By so doing they encourage the trainmen to keep cars from their station, even when the supply is plentiful, except they be paid for setting them off.

SPELTZ is not suited to the needs of the flour millers, at least the *Operative Miller* insists it is not, and persists in denouncing the practice of mixing it with wheat as inexcusable. It shud join our green competitor in a petition to the Agricultural Department for a law to forbid the growing of speltz. We are confident that both of them working harmoniously together cud induce the Department to exceed its authority and enact the law.

THE building of wood storage elevators at terminal points has almost been discontinued, but here and there economy of time and first cost occasionally dictates the erection of another wood storehouse. The new I. C. elevators at New Orleans are entirely of wood and no effort was made to reduce the fire hazard other than was done in the case of the elevators which burned last spring. In the case of the new elevator now being erected at Council Bluffs, however, a marked departure is being made in that the leg casings, heads, boots and bin bottoms will be of steel and no doubt the fire hazard will be materially reduced by such equipment.

REPORTS from the Northwest regarding the car situation are becoming more and more discouraging. The shortage seems to be rather of locomotives than of cars, as some reports of loaded cars remaining at one station three or four weeks are being received.

CARS are so scarce in the East, the Buffalo-New York roads are refusing business, and in no section of the grain surplus states is the condition promising. The shipper who sells for early delivery is very likely to encounter much grief before he is able to fill his contract.

COLLECT a reasonable fee for the use of your storage room or refuse to store. When you are receiving grain for storage keep in mind the high bids your competitor will make for the grain when farmer wishes to sell. How it would delight him to buy grain stored in your house.

THE more vigilant the central market exchanges are in behalf of fair dealing by their members, the more anxious will shippers and buyers be to confine their dealings to such members. Any compromise with trickery must necessarily cast a shadow over the entire membership.

IS YOUR grain as well as your elevator fully insured? If a fire occurred to-night would you be fully protected, or would it be another case of "Insurance just expired"? Too frequently do we learn of elevators being destroyed on which there is no insurance on either building or contents.

CARRIERS long since abandoned hope of forcing the general use of the 20 per cent "Uniform B-L," yet many shippers in Central Traffic Ass'n territory are accepting these bills relieving carriers from nearly every liability they ever had, and that, too, without protest. The shipper who is "too busy to read" can never expect to keep posted regarding his business rights, hence sacrifices many profits and some of his capital to slothful ignorance.

RECEIVERS and track buyers, who go into the country and contract grain direct from farmers, sacrifice any right to consideration at the hands of regular shippers to which they may have been previously entitled. Several cases have come to light recently in Wisconsin and Indiana, in each of which the local elevator man was perfectly willing to sell grain on a reasonable margin to the receiver, but this did not seem sufficient to satisfy the receiver. So he has gone around the shipper and contracted all the grain in sight. Receivers, who undertake in this underhanded manner to destroy the business of regular country shippers, must expect the sufferers who are shrewd enough to join together in an association to strike back.

NEARLY time for midnight tariffs, but the railroads have so much more freight offered than they can handle promptly, it may be that the traffic managers will refrain from indulging in sharp discriminations of this character. Then, too, such action might make a wrong impression on Congress.

FARMERS elevator companies continue to fail with expected regularity and a number have recently gone by the board in the Northwest, principally because the owners were unwilling to give the management their own time or pay enough salary to obtain the services of a competent buyer.

OHIO and Indiana are already figuring on a marked increase in the acreage of winter wheat. Grain buyers who clean seed wheat free for their farmer patrons will have much better grain to handle next season. The weed seeds reduce both the yield and the quality of the following crop.

CARRIERS are so rigidly restricted in the giving of rebates by the present laws, they find it necessary to place assistant traffic managers in charge of their claim departments so that claims can be intelligently allowed. How long will it take the people and Congress to discover this new subterfuge?

GASOLINE engine operators must now go into annual training for draining the water from their water jackets at the close of each day's business, or adopt a cooling fluid which will not freeze. The man who forgets to draw off the water on a freezing cold night will be rewarded with a cracked water jacket.

OPERATORS of grain cleaning houses will be amused to learn that one of our milling exchanges proposes to hang elevator men who polish musty wheat or otherwise revive spoiled grain for the purpose of deceiving the honest miller. We beg that the first man who hangs will send us his photograph.

AT A RECENT meeting of the New York Millers Ass'n., Chief Grain Inspector Shanahan stated that the grading of grain had not yet been reduced to an exact science, partly because private interests were preventing. He admitted that the best guesser made the best inspector. The patience of the trade in tolerating old-time methods of grading grain is truly wonderful. Time and again has it been pointed out that the grading could easily be reduced to an exact science, by establishing rules according to the percentage system. The old rules of guess still retained as heirlooms of the pioneer inspectors should be thrown aside and specific rules more in keeping with modern business methods adopted.

YOU cannot afford to wait until after the fire to investigate the standing of your insurance companies and to read the provisions of your policy. By placing your insurance with companies which make a specialty of insuring grain elevators and contents, it will invariably be properly written, and you will be protected at cost.

NEARLY time for shippers to draw a deep breath in preparation for their annual fight for reciprocal demurrage. They are gaining ground very slowly but they are gaining, and the car service ass'ns are disappearing. The jug-handled demurrage charge which the carriers have the nerve to claim is very fair must go.

OATS in nearly every section of this country are sold by the same standard bushel of thirty-two pounds, but in some sections thirty-three and thirty-five pounds obtain. The variation in the weight of standard bushels of different grains is really ridiculous. The trade gains little or nothing through this variation. In fact it serves as a handicap in many instances and the business would be facilitated and promoted through the adoption and forced use of standards of uniform weight.

WHEN you have so little faith in your receiver that you feel duty bound in the interests of your own business to make an overdraft every time you ship him grain, rest assured it is time to change. Overdrafts express your lack of confidence in the integrity of the receiver and naturally he will resent it. If you wish the receiver to work earnestly to promote your interests, win his good will by being generously fair with him. You will find such treatment reciprocated if you have the right receiver.

SOUTHEASTERN buyers who violate the spirit and letter of their contracts are not to be permitted to rest in peace. The Memphis Grain & Hay Ass'n, incorporated some time ago, will enter suit for any balance regardless of the amount involved in any case wherein one of its members is the plaintiff in an unsatisfied claim. The Ass'n is prepared to spend many times the amount of the claim in order to collect it, the true purpose of the organization being to instill Southeastern buyers with some regard for their contracts. Several of these suits have already been filed and no doubt others will follow as rapidly as contract breakers offend. No doubt the responsible buyers of the Southeast will be glad to lend a helping hand to such an organization, as it relieves them of competing with irresponsible buyers who overbuy the market and then flunk, expecting to be able to buy the rejected grain at a sacrifice.

RECENTLY five different suits have been brot to collect damages from elevator owners on account of accidents occurring in their houses, which resulted in the death of operatives, and everyone of the defendants will now assure you that safeguards are far less expensive than damage suits and much more satisfactory than maimed and dead employees. Guard well the dangerous places about your machinery lest you and your employees be the next to suffer.

NEW CORN arriving in Chicago is reported to contain an unusually high per cent of moisture. In fact the first car to arrive contained nearly thirty-five per cent and graded "no grade" on account of being damp and heated. If the buyer had docked the shipper 225 pounds instead of cutting the price, it would have been easier for the shipper to discern the folly of shipping water even when mixed with corn. In this case, the freight on a bushel of water was the same as on a bushel of corn, but the value of the water was no higher at destination than at the initial point. In fact shipping it with the corn caused it to deteriorate. Had the shipper installed a drier and evaporated at least twenty-two per cent of the moisture before loading the grain into the car, his shipment would have graded No. 2 and he would have received the top of the market price netting him an increase in the returns equal to the first payment on a drier.

A NEW SWINDLE FOR COUNTRY BUYERS.

Last month we published an account of a Kansas elevator engineer who reported in the absence of the proprietor having received a load of wheat. A few days later a weight certificate was presented and over \$35 paid out. The scheme worked so smoothly that the engineer tried the game a second time, fell into a trap and is now being fed at the expense of the county.

A similar swindle is reported in our Minnesota column this number, the sharper's practice in this case being to run wheat from the bins into the dump of the elevator during the absence of the buyer and then demand the payment of something on account. As in the Kansas incident, the Minnesota sharper was caught in his second effort.

It has been nearly three years since we received reports of sharpers dressed as farmers asking and receiving an advance payment on the crops which they "proposed to haul soon." It may be that this old game is being worked this season, but as yet we have received no complaints from buyers. It is well to keep on your guard and pay no money to strangers unless you are convinced you are receiving full value therefor.

UNIFORM CONTRACT OF SALE.

Occasionally a country shipper takes time to read the provisions of track bids and confirmations, and whenever he does he is amazed at the variation in the requirements and provisions. Several efforts have been made in the past to bring about the adoption of uniform forms for carrying on this part of the business but in vain. It has long been admitted that some of the stipulations in use to-day by track buyers are illegal and worthless.

The Millers National Federation has adopted uniform sales contract much to the advantage and profit of all concerned, and it is being used extensively by members of the trade in confirming the sale of flour. There would be less misunderstanding and fewer differences were the entire trade to adopt uniform forms and abide by uniform rules. The practices of the different firms would soon serve to establish these forms and methods as custom. Western shippers and eastern buyers would then know what to expect in each case and would more readily abide by the provisions of the contract as laid down in the confirmation.

Several years ago the Grain Dealers National Assn. took up this matter and after due consideration recommended the adoption and use by all firms of the following form:

CONFIRMATION Chicago,190-.

.....
We confirm purchase of you today of bushels of at cents, per bushel, track shipment days.
Bill to
..... weights and inspection to govern.

Seller to pay
"If seller fails to deliver within time specified, buyer may cancel contract, or he may affirm it and charge seller with difference between contract and market price at the time and place of delivery, or he may extend time of delivery 30 days. If seller again defaults, buyer may cancel contract or hold seller for difference between contract and market price on day to which time for delivery has been extended." All surplus grain shipped over and above contract shall be settled for at market value day of arrival.

Off grades applied on contract at market difference day of arrival.

Every member in the trade will readily acknowledge the advantage to be derived both by buyer and seller from the use of uniform forms, and all that seems to be necessary in order to secure such action is for some organization to take the lead.

HOT BOX in an Indiana elevator head recently while grain was being loaded into cars resulted in the destruction of an elevator and several thousand bushels of grain. Good lubricating oil properly and carefully applied wud have saved this property, kept the workmen employed the balance of the crop year, but all has now been sacrificed to parsimony or laziness. If good oil, a passenger elevator and careful workmen had been provided the house would probably be standing today.

THE NATIONAL BOARD OF TRADE.

The National Board of Trade, so-called, is now attempting to spread out its wings and protect all the bucket-shops of the country from the base minions of the law. The police of St. Louis had intended to pull the bucket-shop keepers and close their places, but the bucket-shop keepers scared off the officers of the law by the adroit use of that high sounding name—National Board of Trade.

If the St. Louis officials will but take the trouble to visit the headquarters of the so-called National Board of Trade, they will be able to have a good laugh at themselves, as it is no more entitled to be called a board of trade than is any other one-horse bucket-shop.

The bucket-shop keepers do not know anything about the value or grading of grain and are not posted as to the methods of marketing or handling. They do not care whether any grain is raised or not. All they want is some trivial excuse that will insure their being able to continue betting on figures without interruption. The shops, as a rule, are run by tin-horn gamblers who never hesitate to close up when the market is against them and then start another shop the following week just around the corner but under a different name.

If these swindlers are able to gull the public in spite of the law, then the officials to whom is intrusted the enforcement of the law, must be wholly lacking in discernment. Ninety-nine per cent of the bucket-shop keepers of this country have failed owing their patrons large amounts which they have never made any attempt to pay, and no person has ever heard of a failed bucket-shop having such a thing as assets. Invariably the sheriff gets all the tangible property for rent and the patrons get what encouragement they can from such touching messages as are to be found on the doors now and then, to wit, "Goodby, dear suckers, goodbye."

Will Meet at Moberly, Mo.

A general meeting of regular grain dealers, commission merchants and railroad officials has been called by Geo. A. Stibbens, secy. of the Grain Dealers Union of Southwestern Iowa and Missouri, to be held at Moberly, Mo., Friday, Oct. 20, 1:30 p. m., and if necessary a night session. Headquarters will be at the Merchants Hotel.

The president of the National Ass'n and other prominent speakers will be present to address the meeting, and it will be greatly to the advantage of all dealers in this territory to attend. It is necessary to meet competitors and talk over conditions in order to do a profitable business the coming season.

An endeavor will be made to put the Missouri grain trade on a proper basis.

Come prepared to formulate a plan to discontinue handling bags.

Letters From Dealers

PILFERING GRAIN AT KANSAS CITY.

Grain Dealers Journal: We are pleased to inform you that Saturday afternoon, September 30th, the Rock Island Railroad detectives arrested two men in the railway yards with grain in their possession. Later developments led to the discovery of forty-four sacks of grain. Sixteen of these sacks were taken to the police station at the time of the arrest of the thieves and later twenty-eight sacks were found at the home of a man by the name of Reader. Mr. Reader, when questioned later regarding the pilfering of grain, said:

"For several months I have been working at the Terminal Elevator loading cars at loading spout. In loading these cars very often some grain would be wasted over grain doors and in other ways spilled on the ground. I made a practice of gathering up the spilled grain that was dirty or had been neglected and not put into the car and placed it in a box until night when I was through with my work and then I carried it home or had one of my boys do so. I had accumulated about 50 or 60 bu. This grain I took with the knowledge of the Superintendent and foreman of the elevator who never interfered nor told me not to take it.

"I also had the permission of the State Weighmaster, Mr. Allen, to take it. On several occasions I talked with Mr. Allen about this grain and at one time he proposed to me that I take care of this grain and use it as hog feed. I told him I had a good place for hogs but had none, nor money to buy any, at which he proposed to furnish me with \$15.00 or \$20.00 with which to buy some hogs, and that we should go into the business in partnership, I furnishing the feed in this way and dividing the profit.

"This was talked of several times and Mr. Allen came to my place on Scott Ave. to see what kind of place I had to keep hogs. I also spent one Sunday in trying to find some hogs to feed, but did not succeed and never bought any.

"Last Thursday Mr. Allen asked me if I had any clean wheat at my place and I told him that I had. He said he would like to have about eight bushels and asked me to bring that amount to him on the following Saturday. I did not do this as I was sick on Saturday, so Saturday evening Mr. Allen came to my house after it, but met the officers who came to arrest my boys on a charge of stealing grain and ran away.

"He asked me what this grain would be worth and I told him about 40c per bushel, but that I would not charge him anything for this lot as he had been kind enough to let me have the dirty grain from which the cleaned wheat was obtained.

"No one told me I should not take this grain except the Board of Trade man, who saw my boy carrying a sack of grain away, stopped him and later came to me and told me I should not allow him to carry away grain from the

elevator as it would get me into trouble. But I thought, that so long as I had the permission of the State Weighmaster and the elevator superintendent did not object there was nothing wrong. I took nothing but dirty grain and did not take it from the cars. I would accumulate sometimes a bushel to a bushel and a half a day when we had a bad spill on the ground and at other times not more than a bucket full."

It would appear from his statement of the matter that he is not so much to blame as others. It is the toleration of these little steals which encourages and leads to stealing on a large scale and from loaded cars as well as the ground. —A. Kaw.

WILL ORGANIZE SOUTHEASTERN DEALERS.

Grain Dealers Journal: At the earnest solicitation of the Ohio and Mississippi gateway dealers, we have undertaken to organize the Southeastern territory, and by that means overcome many of the existing evils in that trade, the majority of which are the outcome of the lack of knowledge of conditions, rather than of a disposition to practice uncommercial methods.

The failure of all previously adopted plans has been due, in a large measure, we think, to the fact that both sides to the controversy have spent their time and energies, passing resolutions for the government of the "other fellow."

What we want now, is to get together, and the members of the National can materially assist us in our endeavors, by so conducting their transactions in the Southeastern territory, as to stand above reproach.—John F. Courcier, Sec'y.-Treas. Grain Dealers Nat'l. Ass'n.

CAR SHORTAGE IN SOUTH DAKOTA.

Grain Dealers Journal: Car shortage has been an actual fact on all roads for the past ten days. All elevators are practically full to overflowing. Threshing will not be completed for a month, and the railroads are moving almost no grain. Such are the conditions at present. What are the farmers going to do? What are the grain men going to do, and what are the railroads going to do about it? It is up to them, and the crop only started to move. All this in spite of the fact that the last five or six years have seen the elevator capacity of South Dakota about doubled and the equipment of some of the railroads increased in a like proportion.

It is a common thing to have loaded grain cars stand in front of the elevator for from four to six days, or longer, while trains of fifteen cars go by daily from stations farther west. If this condition prevails at our station, it certainly does at hundreds and it is no wonder that there is a shortage of cars.

Motive power is what is needed. The only freight engines in service in this country are the old, small, worn out ones from eastern divisions. Fifteen cars is about a maximum for a train. Some well equipped roads haul nearly three times as many.

The extra bountiful crops here are something to the eastern men, but the railroads are tying up the grain most effectively. I know of a number of cases, by personal observation, where farmers

are actually piling up their grain on the ground and covering it with straw. One man has 2,500 bushels of barley piled on the ground. The elevator man has extra interest to pay, also insurance and the risk of the market going against him before he can deliver on contract.—L. R. D.

Asked— Answered

WANT MARKET FOR DURUM.

Grain Dealers Journal: A correspondent of mine has some 30 carloads of excellent Kubanka durum which he wishes to dispose of. If any reader of the Grain Dealers Journal can direct me to parties who are handling durum wheat it will enable the college to assist in finding a market for this wheat, which we believe can be successfully grown in eastern Colorado where other wheat will not mature on account of small amount of rainfall.

If we can find a market for our durum wheat we purpose raising Kubanka No. 5639, which Professor J. H. Sheppard of the South Dakota Experiment Station has found to be the very best milling type of all the durum wheats that have yet been tested, some 15 in number. I believe that our soil and climate are well adapted to the growing of this drouth resistant wheat.

If I can assist our farmers in finding a steady market for the wheat it will add thousands of acres to the wheat area of Colorado.—W. H. Olin, Professor of Agronomy, State Agri. College, Fort Collins, Colo.

CARRIER SHOULD MAKE GOOD LOSS CAUSED BY LEAKING ROOF.

Grain Dealers Journal: I am indeed sorry to note that the firm signing itself "Central Ill. Grain Dealers" should hesitate to demand everything due as the result of loss caused by defective rolling stock. In justice to the rest of the shippers of the state it should either insist upon a statement in full or turn the account over to the state ass'n. This is an account in which all are interested and I believe the state ass'n could take up the matter and push it to a successful issue without any court costs. A live attorney would quickly convince the railroad traffic managers of the error of the policy adopted. If the railroad company is responsible for the loss it is responsible for all of it, not merely 80 per cent. Much of our grain goes to New Orleans and is handled thru elevators owned by the Ill. C. Ry. The company has a better opportunity to learn the true facts regarding damage done to grain in transit than we have, and for its claim bureau to acknowledge liability of only 80 per cent of a loss is idiotic. Really it ill becomes a large corporation of this character which realizes so large a percentage of its business from the grain shippers of this state to adopt such a parsimonious policy. I, for one, of the shippers of the state, sincerely hope that the firm suffering the loss will not settle for anything less than its first proposition, which is very fair.—F. H. F.

Grain Dealers Nat'l Ass'n.

JOHN F. COURCIER, Sec'y-Treas. of the Grain Dealers National Ass'n. sends us the following list of officers and comites:

OFFICERS: M. F. Dunlap, Pres., O'Fallon, Mo.; Chas. England, First V-Pres., Baltimore, Md.; Fred Mayer, Second V-Pres., Toledo, O.; H. L. Goemann, Director-at-large, Toledo, O.

EXECUTIVE COMMITTEE: H. L. Goemann, Chairman, Toledo, O.; M. F. Dunlap, O'Fallon, Mo.; A. E. Reynolds, Crawfordville, Ind.; J. W. McCord, Columbus, O.

DIRECTORS: H. L. Goemann, Director-at-large, Toledo, O.; A. E. Reynolds, Crawfordville, Ind.; T. J. Stofor, Buffalo, N. Y.; J. W. McCord, Columbus, O.; D. Hunter, Hamburg, Ia.

STANDING COMMITTEES:

ARBITRATION: Warren T. McCray, Chairman, Kentland, Ind.; Adolph Gerstenberg, Chicago, Ill.; C. B. Jenkins, Marion, O.

TRADE RULES: Arthur R. Sawers, Chairman, Chicago, Ill.; C. D. Jones, Memphis, Tenn.; E. L. Rogers, Philadelphia, Pa.; A. F. Leonhardt, New Orleans, La.; J. S. McClellan, St. Louis, Mo.

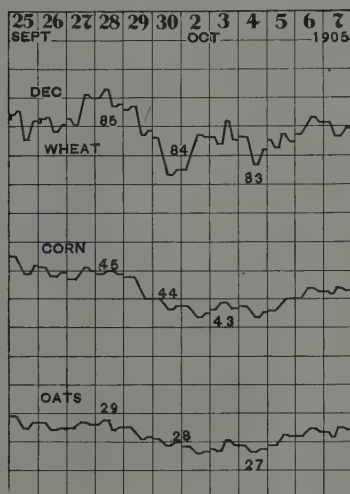
LEGISLATION: H. E. Halliday, Chairman, Cairo, Ill.; W. N. Eckhardt, Chicago, Ill.; W. S. Gilbreath, Indianapolis, Ind.; D. N. Dunlap, Fontanelle, Ia.; F. P. Lint, Kansas City, Mo.

SPECIAL COMMITTEE F. O. PADDOCK'S NIAGARA FALLS ADDRESS: Chas. England, Chairman, Baltimore, Md.; F. O. Paddock, Toledo, O.; H. L. Early, Cincinnati, O.

Broomcorn growers of Day, Woodward and Beaver Counties, Okla., have organized to hold their crop for higher prices.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats, for the December delivery at Chicago for 2 weeks prior to Oct. 9, are given on the chart herewith.



Crop Reports

ARKANSAS. Gravette: Corn crop thruout this section is pretty good. Over half a crop; acreage not very large, but corn matured good. Wheat very scarce and no good; test only 45 to 54 pounds.—Gravette Milling Co.

ILLINOIS. Patoka: Seeding now in full blast, and we think we are not exaggerating when we say that the winter wheat acreage this fall will be 300 or 400 per cent greater than any previous year for 10 years.—Chas. E. Blankenship.—Arthur: Crops with us are excellent. Quality of corn will be good, but we do not think that quantity will turn out as reported. No old corn on hand. Husking will commence about Oct. 18.—Jacob Stock, mgr.

INDIANA. Perryville: Prospects fine for corn in this locality.—A. L. Smith, mgr. Bartlett, Kuhn & Co.—Covington: Old corn is all out of this part of the state, but about 2-3 of the oats still in farmers' hands. New corn good; the best crop ever grown here; will grade in market about No. 1.—Thos. Bodine.—Hudson: Farmers have finished sowing wheat and it is coming up nicely and looking good. Corn is about all cut and is going to be solid. Have not had any frost.—Strook & Sons.—Huntingburg: Wheat crop was good but damaged some by rain; is not moving much yet. Farmers are trying to dispose of the damaged wheat and are holding the best of the crop. Have no oats for shipping and very little corn.—Louis Katterhenry.

INDIAN TERRITORY. Porter: Corn is about an average crop; about 30 bus. per acre. Will soon be in condition to market. Corn crop not very good and very late. Very little corn and oats raised in this section as yet; both do well here if properly cultivated.—S. J. Cash, mgr. Porter Grain & Eltr. Co.

IOWA. Essex: The entire corn crop of southwest Iowa was out of danger from frost on Sept. 30.—G. M. Gwynn.—Fernald: Corn crop here is good, averages 48 bus. to the acre. No frost on it yet; every ear out of danger.—F. H. Hancock, agt. Diamond Grain Co.—Eddyville: Nothing to ship at present; everything fed up by cattlemen. Oats no good; badly bleached and musty.—G. Fails.

KANSAS. Ogallah: Fall plowing has been delayed by extreme drouth in Neco county and not over 60 per cent of the usual crop will be seeded. Some fields of early sown wheat are reported dying out and will have to be reseeded. There is a larger stock than usual in the farmers' hands; nearly all milling grade.—C. D. Yetter, mgr. Ross & Waldo.

MINNESOTA. Vesta: Grain is coming in somewhat slow and that coming in is mostly of the No. 2 and No. 3 grade. All shock threshing is finished and 3 weeks of good weather will see all threshing completed.—R. Crooks, mgr. Bingham Bros.

MISSOURI. Columbia: The last half of Sept. was very favorable for maturing the corn crop, says Geo. B. Ellis, secy. of the Missouri State Board of Agri. in his report issued Oct. 6. It is estimated that 92½ per cent of the crop of the state was safe from killing frosts by Sept. 30 and that 81 per cent of the entire crop has been cut for fodder, which is not quite as much as is usually cut for this purpose. The excessive rains of the first part of Sept. prevented more being cut. Some damage has been done to corn in shock from molding; and the excessive rains, which caused overflows of creeks and small rivers, caused an enormous loss in a great many counties, amounting from 1 per cent up to 50 per cent. The present average condition is 86.1 per cent, a loss for the month of 8.9 points. Much of the corn that is on the ground is rotting and the tangled condition of the crop will make gathering difficult. The present estimates indicate a probable yield of 53 bus. per acre, making a total yield for the state of 233,000,000 bus. on the total acreage of

7,076,000. The wet weather has delayed wheat seeding and on Sept. 30, when the bulk of the crop should have been sown, it was estimated that only 40 per cent of the crop was in the ground. The acreage that will be sown is practically the same as last year.

NEW YORK. Buffalo: The new wheat sowing has come up finely and a big stand is assured this fall. The acreage is large.—J. C.

OHIO. Ravenna: An extra large acreage of wheat is being put out this fall in this section.—Chas. J. Hubbell.—Toledo: The wheat is now in the ground and many fields are looking well, the earliest sowing having been thru the ground for 2 weeks.—H. D.—Columbus: Wheat, area harvested is estimated at 1,835,554 acres by the Ohio Dept. of Agri. in its report of Oct. 1. The average yield was 17.1 bus. per acre, making a total production of 32,157,134 bus. for the state, or 11,000,000 bus. more than was harvested last year. The quality is 88 compared with average. The ground is in fine condition, and wheat seeding is in progress over the state. About 8 per cent of last year's crop is in the hands of the farmers. The oat acreage is 1,454,554, with an average of 33.1 bus. per acre, making a total production of 48,189,236 bus. for the state, or 10,000,000 bus. less than last year. The excessive rains at harvest caused heavy damage and in many sections the crop was so badly lodged that the heads were imperfectly filled. The quality is 89 compared with average. The area of winter and spring barley was 31,906 acres with an average production of 27 bus. to the acre, making a total production of 863,004 bus. The quality is 74 per cent of an average. Area of rye was 63,851 acres, which is a much greater area than that for 1904. The average yield was 16.1 bus. per acre, or a total of 1,031,471 bus. for the state, with quality 91 per cent of average. Corn prospects are estimated at 89 per cent of an average. The crop is rapidly maturing and there is now very little danger, if any, from frost. The continued rains during the growing season prevented proper cultivation, which has affected the quality. About 81 per cent was cut up for fodder.

SOUTH DAKOTA. Kidder: Threshing in this vicinity has been nearly completed. Wheat averaging about 46 bus. per acre, durum 25 bus., flax 15 bus., barley 30 bus. and oats 50 bus. All of fairly good quality. One field of durum wheat yielded 36 bus. per acre and tested 62 pounds per bu.—G. N. Norman, agt. Cargill Eltr. Co.

TEXAS. Dallas: Farmers are plowing and getting their land ready for small grain crop. While there is some business done in importing seed grain, the majority of the farmers are using the grain, which was damaged by the excessive rains of the spring, for seed. It is said that tests made with the grain show a very good stand, but it is contended that the grain will not make a good stand should there be unfavorable weather, as the grain will have little vitality. Grain dealers report a very small demand for seed wheat, so far this season. It is evident, however, that there will be an increased acreage of wheat as the implement dealers are rushed with orders for steam plowing rigs, which are used at this season of the year almost exclusively for wheat and oats. The "immense" corn crop of Texas, has at this writing, failed to show up. It is becoming more evident every day that there will be more corn in the state than will be used locally. While some localities have a good crop and will have corn to market, other counties will consume the bulk of what they have and Texas will have little to export. Farmers are putting in as much time as they can spare from cotton to gathering the corn, but little is coming to market now and will not until the cotton crop is gathered.—J. S. W.

WASHINGTON, D. C., Oct. 10.—Preliminary returns to the crop estimating board of the Dept. of Agri. make the condition of corn Oct. 1 89.2, against 89.5 Sept. 1 and 83.9 a year ago; the quality of spring wheat 89 and yield 14.7 bus.; against a quality of 75.7 and yield of 12.7 a year ago; the quality of oats 82.4 and yield 33.9 bus., against a quality of 81.4 and a yield of 32.1 bus. per acre a year ago.

A Line Man's Little Brag.

BY IDLER.

The line man of the Octopus Elevator Co., having stood up with the boys once too often, let his tongue wag a bit more freely than caution dictated. "Yes-sir-ee," he said, "these little one-horse dealers don't stand much of a show when they buck up against a big concern like ours. Now there's Bisby over on the 'Q' at—at—at—what the deuce is the name of that place? Oh, yes, *Turner*, that's it. Well, Bisby he thought he could run along just as he felt like and not pay any attention to our fair and square offer to let him buy for us on commission; but we fixed him all right. I guess he ain't doing enough business, in competition with our new elevator, to much more than pay his insurance and taxes.

"What do you think of a fellow like that, anyway? Here we offered him a full cent a bushel to buy for us—he taking no risks, mind you, and all he had to pay would be his running expenses, the same as he's always had. He claimed, of course, that a cent a bushel wasn't enough to provide him with a fair living, and that a good deal of the time he wouldn't be able to buy at all because limited by our prices. That's what they all say, when we first approach 'em; but just the same I know lots of dealers that are buying on margins as close as half a cent, and some of 'em are paying *more* than the market, which they wouldn't be able to do if guided by our figures.

"What's that? Why, of course, such buyers peter out in the end, if some sensible concern like ours don't take 'em in tow.

"Bisby? Well, Bisby ain't that kind, exactly. He's done a pretty fair business for fifteen or twenty years, mebber more; but what's that got to do with it? He can't expect to have a monopoly of the trade at his station for twenty years longer, even if it isn't capable of supporting more than one elevator decently. Times are changing and—Thanks, don't care if I do. Here's to you!

"What was I saying? Oh, yes, times are changing, and the middleman is fast being wiped out of existence as an independent factor. There's the commission merchants, now! A regular lot of barnacles, and the bottom of the grain craft has got to be scraped off 'em before it makes the progress it ought to. They're trying to keep in with the small dealers, of course, and let me tell you they don't hesitate to violate the rules of the Board in order to beat us—the sniveling hypocrites!

"Why, only the other day I run across a case of that kind. Yes-sir-ee, I *did*. You know old Garvin over at Max? Well, he's been going right along doing business at the same gait, 'spite the fact that we have been raising prices on him at Xenia on the other line, where the freight rate is half a cent in our favor, and I've found out the reason why. His commission house is selling the grain for nothing, for him, as long as we keep up the fight on him. What d'ye think of that? You bet we'll make it warm for that brokerage concern before we get through. Our word is pretty near law with the directors of the Board, and our President ain't a big stockholder in the "X" road for nothing.

"Rebates? Who said anything about rebates? If the house is getting 'em they

ain't making any witnesses out of us employees for the Interstate Commerce Commission to hire or bully. But there's other ways for the railroad company to help out a friend by means of rebates. You bet!"

And, as the line man chewed reflectively at a cigar in the silence that ensued, Sleep kindly put a seal on his lips.

Durum Wheat Winning Its Way.

Friends of durum wheat feared that when the heavy crop of that grain this year came on the market, buyers would be swamped under the volume of offerings. In this the growers and country buyers have been agreeably disappointed. So far from flooding the market macaroni wheat is being eagerly snapped up by millers in the United States and importers in Europe.

From a discount of 25 cents per bushel under No. 2 northern spring two years ago durum wheat has steadily gained in market value until at present the discount under No. 2 northern is the smallest it has ever been. At Duluth Oct. 5 20,000 bus. No. 1 durum wheat was sold at 71½ to 71¾ cents per bu., while 30 cars and 30,000 bus. of No. 1 northern spring was sold the same day at 81½ to 82. On the same day 16 cars and 28,000 bus. of No. 2 was sold at 70¼ to 70½, while No. 2 northern sold at 79 to 80 cents for 33 cars. On Sept. 30 38 cars of No. 2 durum were sold at 70½ cents, and 51 cars of No. 2 northern at 78 to 79 cents. The discount under No. 2 northern is about 9 cents per bu., showing a remarkable appreciation of value.

Receipts of durum at Duluth-Superior Sept. 30 were 130 cars, against 22 cars on the corresponding day a year ago, and the daily reports of the grain inspection department at the head of the lakes show that the receipts of durum wheat are running ahead of any single grade of spring wheat.

American millers are reluctant to confess that they are grinding durum wheat, but it is known that considerable of the grain is being consumed in the manufac-

ture of the best spring wheat flour. Recent sales of durum wheat amounting to 2,000,000 bus. were made for export to Germany and Southern France, which is a very important aid to the farmer, as he is not dependent upon the grudging support of the American millers, many of whom will not attempt to grind durum wheat on account of the persistent efforts of certain writers to belittle its value.

It is not to be expected that durum wheat will sell much higher than about 9 cents discount under the well known varieties of soft wheat, because the durum wheat can be grown at less expense.

By its successful introduction of durum or macaroni wheat the U. S. Dept. of Agri. has conferred a great boon on farmers of the semi-arid west, making it possible to grow grain where none could be raised before, and giving the grain dealers millions of bushels more grain to handle, besides adding another valuable resource to our agricultural exports.

Ground Speltz With Wheat.

Jacob S. Nickel of Shabbona, Mich., in a letter to the *Operative Miller* sets at rest all this twaddle about the impossibility of making flour out of speltz. He writes:

"While milling in Germany I never ground wheat without speltz being mixed with it. I was raised in Baden, Germany, where we could not sell the pure wheat flour, the people preferring to have speltz mixed with it. There was a general demand for such flour among the bakeries. The patent flour made from it was as good as any flour produced in this country. We made six or seven reductions on rolls and three reductions on stones.

"The speltz that I have seen in this country is not as plump as that found in various localities in Germany. I find that the speltz grown here originally came from Austria, which is more of a wheat country. There are a large number of places in Germany which are not considered wheat countries at all but are



Belt Conveyors in Bulk Rice Elevator at New Orleans.

better adapted for speltz; it grows better and matures better. There are various kinds of speltz the same as wheat. There are white and red varieties.

"In Germany it is usually sowed in the fall from September to the middle of October, while the speltz in this country is sowed in spring and for that reason it fails to develop and become as plump a kernel."

Evidently American millers do not recognize a choice flour producing grain even when they get it without buying it.

Imports and Exports of Rice.

Imports of rice and rice products for the 7 months prior to Aug. 1 were 27,275,724 pounds of rice and 27,837,336 pounds of rice flour, rice meal and broken rice; compared with 46,993,497 pounds of rice and 42,476,408 pounds of rice flour, rice meal and broken rice.

Exports of rice and rice products for the 7 months were 62,100,900 pounds of rice and 19,988,391 pounds of rice bran, meal and polish; compared with 2,259,100 pounds of rice and 10,818,507 pounds of rice bran, meal and polish during the same months of last year.

Exports of foreign rice during the 7 months were 4,476,693 pounds of rice and 10,200 pounds of rice flour, rice meal, and broken rice; compared with 5,788,663 pounds of rice and no rice flour, rice meal or broken rice for the corresponding months of 1904, as reported by O. P. Austin, chief of the bureau of statistics.

Four partners of the firm H. Samson of Norden, Germany, have absconded. Liabilities, \$500,000. After heavy losses in corn, the firm tried to corner barley, but was offered millions of bus. for which it could not pay.

New Elevator for Bulk Rice at New Orleans.

At last the long-talked of, long-expected elevator for bulk rice is a reality, the elevator illustrated herewith having been completed recently by James Stewart & Co., for the National Rice Milling Co., at New Orleans.

The rice trade of the Gulf states has long insisted on the recognition of infinitesimal variations in the quality and character of rice, with the result that the grain has always been received, stored and shipped in bags, thus greatly increasing the cost of handling, without any extra

profit resulting from the extra care. This new elevator is one step forward, and the very fact that it has over 234 hopper bottomed bins would seem to indicate that the National Rice Milling managers have little faith in the broad claims of the champions of bulk storage for rice. However, larger bins and facilities for receiving as well as storing and shipping in bulk may come with the improvement of freight carrying facilities.

The new elevator is 80x130 ft., built entirely of wood and covered with galvanized iron. Provisions are made for receiving rice from cars or wagons. Bulk rice is dumped into receiving sinks, ele-



Conveyor and Reels in Bulk Rice Elevator at New Orleans.



New Elevator for Bulk Rice at New Orleans.

vated and carried to any of the bins desired.

Grain received in bags is conveyed into the house and dumped, by means of a very simple tripper shown in our engraving, consisting of a 2x10 across the top of the conveyor belt. Power is transmitted by means of rope drives.

A full equipment of bagging machinery is provided in the mill so that the rice can be quickly packed in bags or barrels for shipment. The hulling, cleaning and polishing is done in the mill adjacent.

Liverpool traders have been indulging in a September wheat corner.

On his recent return from South Dakota Secy. Wilson of the Dept. of Agri. said, "I found that the area for production of macaroni has extended fully one hundred miles farther to the desert area and that the yield will be about 20,000,000 bus. this year."

A "Congress of Cereals" is suggested by F. D. Coburn, secy. of the Kansas Dept. of Agri., in a letter to the Kansas City Board of Trade. Mr. Coburn asks "What is in the way of Kansas City's promoting and copyrighting such an undertaking on an adequately comprehensive scale as a great annual event, calling it for example the "Congress of Cereals" or the "World's Cereal Congress?" Why not make it a national instead of a local event?" The thought is suggested by the contemplated corn carnival at Kansas City, Mr. Coburn preferring to include all grains.

How Shippers' Grain Arrives at Toledo.—II.

BY HARRY W. KRESS.

Grain inspection looks simple and easy, but let a shipper be around the yards every day for two months, he will see and learn things that will surprise him. Mr. Culver, Chief Grain Inspector, has seven assistant inspectors who are all men of experience. Toledo also has an Inspection Committee of seven, which can be appealed to above the chief and deputy inspectors in cases where the shipper is not satisfied with the grade placed on his grain.

THE INSPECTORS are men who appreciate the fact that they are not merely working for a salary, but also placing a valuation on property that is of vital importance to the shipper, not only from the standpoint of dollars and cents, but in that they feel the shipper also is a judge of grain as well as themselves.

THE CARS which come in often have the appearance of a lumber yard, and others as though they needed a lumber yard to make them fit for grain. Some cars make me smile; others make me frown. When an inspector starts out to grade forty or fifty cars, and has about ten of them nailed to the roof with grain doors (some double making you wonder how the man, who coopered it got out) he is badly provoked as their removal requires a great deal of time and work. If the shipper would take the door he puts on the top and put it on the bottom instead, he would suffer less shortages. Cars loaded with oats require extra boarding, but when it comes to wheat, corn or rye, it is very foolish to board the car to the roof.

If the shipper could see the bulged condition of many cars of wheat and corn which are loaded to the roof they certainly would hesitate to load so heavily. Familiar cries heard on the tracks are: leaky grain door; door bulged; leaky sides; leaky ends; leaky bottom; leaky draw-head; bad door post, etc.

The shipper should be more careful in examining the roofs. If the car is

caught in a heavy rain it looks as though the last draught in car was water. These cars are graded off according to the deterioration of the grain.

THE BULK-HEADS coming into this market are frights, and are built as though they were intended to haul sawdust instead of grain. In fact, it would pay better in some cases, to load the grain in separate cars and pay the difference in freight. There is one good bulk-head out of every five arriving in a condition where there is no mixture.

BLOWING is one of the strong points in favor of the Toledo market. When cars arrive here in a condition which the inspector believes can be improved, he orders the grain to be blown. I do not know of another market where this is done without orders from the shipper. I have often wondered whether the shipper really realizes what this means to him in the way of dollars and cents.

This is especially so with wheat as the screenings have a value. However, it would be better for the shipper to clean oats thoroughly before sending them to market. For example, we will take a car of oats containing 1800 bu. This car, we will say contains 1200 lbs. of screenings (which is of no value). The freight on the screenings at 8 cts. per hundred is 96 cts., the cost of recleaning at $\frac{1}{4}$ c. per bu. \$9.00, making a dead loss of \$9.96. This is not a rare occurrence but is happening every day. We must also consider that the shipper is paying the farmer for a lot of trash for which he receives nothing.

PLUGGED CARS are very provoking to an inspector. There is nothing that gets them up in the air quicker than such cars, and I want to say to every shipper for his own good, put your bad grain on the top of the car, or at the door where the inspector sees it first. His first idea will be that it is a bad car, but plunging to the bottom of said car and finding good grain, he is agreeably surprised, and you have his good will. This may sound like fiction to some, but I know it to be a fact. A shipper is shown no mercy when he has his car plugged with inferior grain as his whole car is sub-

ject to the grade of the worst that is found in the car. It does seem hard when we stop to think how little some farmers consider the best of us in this same respect. But let us not follow him as our standard bearer.

CARE IN UNLOADING. Cars are weighed and unloaded at the elevators with a care that is agreeably surprising. At Wabash Elevator No. 5, grain is unloaded into a receiving hopper and run to a hopper scale. The shovelers who unload cars here are not paid by the day, but for the amount they unload. My observation leads me to believe this is not the best way to employ these men as it is apt to make them careless in their haste to get all that they can to their credit. You can hardly blame these men for this, but then it is not doing the shipper any good.

Have I noticed cars that have not been swept properly? Yes, of course I have, but I am glad to be able to say there were not many bad ones. The way some of the cars are boarded on the inside to prevent the grain from getting between the linings is a caution. I would advise shippers to stop boarding up the bottom of linings if they want all that is coming to them. They board up the linings at the bottom and leave openings above in the way of brace-rods, holes and cracks which allows the grain to be stored back of lining. Of course the shovelers tear this construction apart when it is possible to do so without damaging the original lining. The railroad holds them responsible if they damage the cars. It will possibly interest some to know that from twenty to thirty bushels of grain can be stored away in the linings. I understand the shipper's reason for boarding up the inside lining is because the outside lining of car does not look good to him, but it is really impracticable. He had better refuse to load such cars, but then consider his predicament, when having sold his stuff on a time shipment with nothing better in sight to load, and a declining market to work on.

DOUBLE DOORS. A shipper makes a mistake when using double grain doors

Snap Shots at Toledo's Inspection Yards.



Samplers and Inspectors; Loading Corn at Wabash No. 5; Chas. Le Suer, the Oldest Inspector; Weighman G. Roether; Foreman Thos. Roether.

by not putting the even sides face to face, thus preventing the grain getting in between the doors, for when unloading the car at elevator only one grain door is removed.

THE EAST Side Iron Elevator differs from Wabash No. 5 in that they have covered track scales and the shovellers are paid by the day. I have noticed that the cars are cleaned better here, and there is nothing found in the cars worth mentioning. The East Side Elevator has no regular car sweeper as is the case at Wabash No. 5.

ALL SCALES are examined by Mr. Poore, an expert scale inspector, who is employed by the Toledo Produce Exchange constantly. He is around at all the scales and watches them very closely. The weighmen at the different elevators are all sworn and subject to immediate dismissal. The inspectors and weighman do not know whose grain they are handling, and it would be foolish to think that they cared. There is no politics or graft in this market, and I know the shipper is given every consideration.

LEAKING CARS—Shippers of other commodities may have their troubles with exorbitant rates and discrimination, but the grain shippers have not only these, but equipment that is not fit to haul coal. The railroads must give us some consideration or the grain shippers will be bereft of their senses in addition to their bank account. Cars come in with leaks that have been hammered and pounded around in transit, until they give one the impression that they are sand cars to keep the tracks in good condition. The agent at every station should be required to examine cars he gives shippers to load, and then if he allows a car to be loaded, and it arrives at destination leaking, the railroad company should make good the shortage.

There are some things still in my note-book which I have not touched on. When the corn crop commences to move if I am still in Toledo I shall possibly give my fellow shippers some idea as to how new corn is arriving.

Famine in Rajputana threatens to be the worst in the annals of British India.

Drawback on bags marked with fugitive ink will be refused by the Treasury Dept., under recent orders from Secy. Leslie M. Shaw, directing customs officers to see that the ink used in marking is indelible.

The Concrete Barley Elevator at Cedar Rapids, Ia.

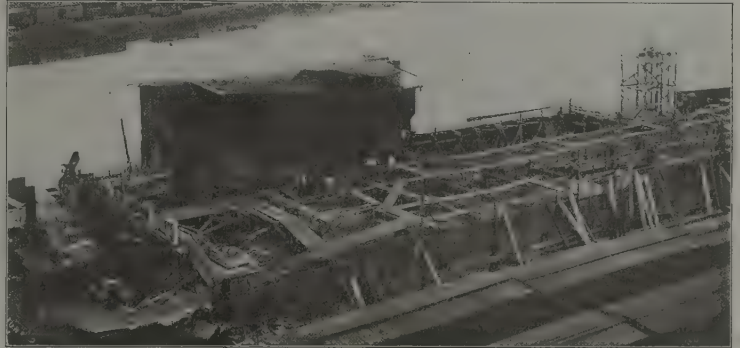
In contracting for the erection of a grain storehouse elevator men have always shown fear lest they pay more than was necessary for the erection of the desired plant. No doubt it is the part of wisdom to obtain competitive bids from reliable contractors, who make a specialty of this class of structures and understand the stresses to which the building will be subjected. However, when a grain elevator man undertakes to get competitive bids for a grain elevator of a stipulated capacity, without having any plans or specifications, he and the bidders must necessarily work in the dark, and

by step and insure the delivery of the goods contracted.

This does not necessarily cast reflection upon elevator contractors, for oftentimes their own workmen misunderstand what is wanted, and oftentimes they are imposed upon by sub-contractors or parties delivering material.

Illustrated herewith are two views of the concrete tanks erected for the Bosch Consumers Barley & Malt Co., at Cedar Rapids, Ia. It seems that no detailed plan of the elevator was ever prepared, hence the opportunity for difference of opinion as to what was intended by the contract is unlimited.

To start with, the contract was let to a paving contractor who had no previous



Early Stages of Concrete Work on Bosch Elevator at Cedar Rapids, Ia.

after he has let the contract it will be difficult for him and the contractor to agree as to what the contract was. Slack methods of doing business invariably get all parties thereto into trouble.

There is a proper way to contract for a grain elevator that can be followed just as easily and far more profitably, and that is to employ a competent engineer who has experience in the construction of grain elevators and is posted as to up-to-date methods and designs to prepare plans and specifications. After he has made a plan of the house exactly as the elevator man wishes it, it is a very simple matter to secure competitive bids for the work. However, if the contract is finally let to a very low bidder, it will be well to have two or three instead of one inspector to watch the work step

experience or knowledge of elevator construction, hence could not be expected to erect a desirable plant, even tho guided by the best intentions in the world in his work. The workmen who put in the concrete seem to have been woefully lacking in their experience with this class of work.

The materials were carelessly mixed, in a haphazard manner, hence inferior walls were insured. The forms were made of rough, undressed lumber and no effort seems to have been made at any time to remove shavings, boards or miscellaneous rubbish from the forms, even while the concrete was being packed in them. The result was that the exterior walls were uneven, full of holes and the reinforcing was irregularly placed, sometimes being in the center and other times close to the inner side edge of the wall. In some instances the holes in the outside walls were plastered over smooth, so as to present an even appearance, but with such patch work strength for resisting grain pressure could not be attained.

The concrete work reached a height of about 35 feet when the grain company became fully convinced that it was not getting what it needed, wanted or had contracted for, with the result that work has been at a standstill for over two months. The contractor and the grain company have both brought suits against one another for large amounts and some one must lose heavily.

If the concrete work is torn out, as an examination of the foundations would seem to make necessary, it will be found far more expensive work than putting it in. If the grain company accepts the unfinished elevator and attempts to have it completed by a builder who under-



The Incomplete Concrete Elevator at Cedar Rapids, Ia., as it is To-day.

stands the needs of grain elevator construction, then the owner must use it in the constant fear of its falling down or bursting and be forever dissatisfied with something he does not want. The partially finished plant stands as a \$25,000 monument to over-haste and careless methods.

The moral from this expensive experience is easy to be found. If you want a grain elevator designed to meet the needs of your business today, don't go to a barn builder or a paving contractor for it.

The Free Seed Graft.

Since the birth of this free seed graft, writes a Washington correspondent of the *Charleston News and Courier*, there have been more than 4,716,987,000 packages and packets of seeds sent out broadcast over the country at Government expense as vote getters for Senators and Congressmen. Last year the number reached 36,293,820, and the men, women and machinery of the division of plant industry of the Agricultural Department will burden the mails with more than this number before the "seeds season" closes.

It is interesting to note that of this more than 36,000,000 packets and packages of seeds, 32,393,324 packets were garden seeds and 3,665,625 flower seeds, the bulk being the ordinary seeds which are purchasable at almost every country store at two papers for a nickel, notwithstanding the fact that the department has pathologists, botanists, pathologists, agrostologists, cerealists and the good Lord only knows what else, chasing

all over the civilized and heathen world after "rare and valuable plants and seeds" and drawing salaries ranging from \$1,800 to \$4,500, with elastic expense allowances thrown in. The total salaries of these scientists, a number of them employed in the "free distribution of seeds," foot up \$56,050 annually.

There are 493 high salaried officers and low-priced clerks and laborers in the bureau of plant industry, 34 being regularly engaged in "the purchase and distribution of valuable domestic seeds," to say nothing about the Brown Bag-Filling Machine Company, which received last year \$46,236.63 for putting up these little remembrances from statesmen to their constituents.

Secretary Morton in 1895 made a thorough investigation of the free seeds business and came to the conclusion that the original spirit of the law could not be lived up to as the plants and seeds which were being annually distributed could be bought any and everywhere.

He asked the Attorney General for an opinion and that opinion was of such a nature as to cause Secretary Morton to close up the free seed emporium, but a lobby in the interest of Western seedsmen succeeded in getting through a special act making it mandatory upon the Secretary to cause the distribution of seeds to be made.

An order for 180,000 barrels of flour is said to have been received recently by a Seattle flour mill for shipment to Vladivostok. It is said to be the largest single order placed on the Pacific Coast.

Burning of Rogers Elevator at Harvey, Ill.

Saturday night, Sept. 30th, at 11 p. m., fire was discovered in the Harvey, Ill., Elevator, operated by H. W. Rogers & Bro. The working part being of wood and no watchman or other person being at hand to extinguish the fire in its incipency, the building was soon doomed.

The working part was overhauled and re-equipped last spring by Stephens & Tyler, the ten tile tanks having been completed but a short time previous by the Witherspoon-Englar Co.

It is not known how or where the fire originated. The elevator had been in operation up to 6 p. m. One of the witnesses of the fire in its earliest stages says he saw fire on the first floor, while another witness claims fire was first visible in the cupola. In either case the cause must remain a mystery, as there is not enough of the working part left to furnish the slightest clue.

As is shown by the engravings, the tile tanks and their contents are uninjured, while the wood working part and its twenty thousand bushels of oats are things of the past. The ten tile tanks and the four interstices formed by the circular surfaces of adjoining tanks have an aggregate capacity of 225,000 bushels. Each tank is constructed of tile, is 25 feet in diameter and 68 feet high. The large belt conveyor gallery over top of bins was partially burned away, but fire was not communicated to the grain in the tanks neither was their contents damaged.

Before the Fire.



Elevator and Tile Tank Storage of H. W. Rogers & Bro., at Harvey, Ill.

On either side of the working house were receiving and shipping tracks, one leg with receiving sink and loading spout being provided on each side. The house contained but nine bins with an aggregate capacity of 50,000 bushels.

The machinery equipment included a spiral conveyor for carrying the grain to a No. 7 Invincible Cleaner, and two No. 5 Monitor Clippers. The purifier, which is shown in the engraving, is still intact and ready for business. The power plant, which was incased in a brick house adjacent to the working house, contained an 18x42 Corliss Engine, the power having been transmitted by means of rope drives.

As soon as the owners caught their breath after the fire and fully realized that the grain in the tile tanks was not injured nor likely to be, they sold it for May delivery, which will give them ample time to reconstruct the working part, before it becomes necessary for them to deliver the grain.

Repairing a Cracked Water Jacket.

A cracked water jacket in a gas engine is a common trouble. Often cylinders and cylinder heads that could easily have been repaired are consigned to the scrap pile on this account.

In repairing, when the crack is rather open, it is best to use a piece of sheet copper for the patch, as it can be hammered into almost any shape easily. The edges should be caulked to make them watertight, though sheet asbestos may be used as packing. The patch is best fastened on with small screws along the edges and not over an inch apart.

Small cracks may be repaired by forcing in solder with a blowpipe, or by driving a sharp-cornered cold chisel along the crack, making it wider and deeper near the outside, then pounding in a piece of lead wire or a narrow strip of lead, and the job is done.—Royal Wolfe in *Popular Mechanics*.

The New German Tariff.

The new German tariff law will go into effect March 1, 1906, and will remain in force at least until the end of 1917. It is the completion of a comprehensive revision of the tariff on which the Imperial Government has been at work since 1898.

The tariff provides two rates, the lower rate for imports from countries having a reciprocity treaty, and the higher rate on imports from all other countries. The rates are: Wheat, 36c and 49c; corn, 19c and 31c; rye, 30c and 42c, per bu.; wheat flour, \$2.17 and \$4.00 per bbl.; oil cake free.

Present duties on imports from the United States into Germany are 23c on wheat, 10c on corn, 21c on rye per bu., \$1.55 on wheat flour per bbl., and oil cake free, under a commercial agreement made July 10, 1900, between the United States and Germany, which agreement contains a provision that it may be terminated by either country upon giving 3 months' notice. Under the treaty between the United States and Prussia, made in 1828, the United States is entitled to as low rates as the most favored nation; this treaty may be terminated on 1 year's notice. Germany has recently ratified reciprocal treaties with Russia, Austria-Hungary and 5 other countries, which assure her teeming population an abundance of breadstuffs at the lower rate when Germany terminates its treaties with the United States.

American flour millers and German consumers will be hit hardest by the new tariff, which is designed to enrich the German land owners. A duty of \$4.00 per bbl. on flour is nearly \$1 per bu. on the wheat required in its manufacture, compared with 36c per bu. on the raw material. It will be impossible for American millers to sell a barrel of flour in Germany unless the German millers shud maintain flour at too high a price compared with wheat. Under the present duties the imports of wheat into Germany were valued at \$6,000,000 during 1904, compared with flour valued at \$2,200,000, showing that the protection to home mil-

lers was having its effect, to the benefit of American wheat exporters.

Corn imports will be affected differently, since Germany has made no reciprocal treaty with Argentina, America's chief competitor, and the southeast of Europe probably cannot supply the demand. The value of the corn exports to Germany has been declining, from \$18,000,000 in 1900, to \$7,200,000 in 1904, and the increase in the duty from 10c to 31c per bu., will no doubt reduce our export of this commodity to practically nothing so far as Germany is concerned. Russia is expected to capture our wheat trade, while the deficiency in the supply of corn from Roumania will be made good by the Germans resorting to substitutes rather than pay a duty on corn equal to 50 per cent of its value.

In view of the fact that exports from the United States to Germany in 1904 were valued at \$215,000,000, while our imports from Germany were valued at \$109,000,000, it is the plain duty of Washington to negotiate a treaty of reciprocity.

Corn Oil and Cake Exports.

Exports of oil cake during the 7 months prior to Aug. 1 were 18,670,578 pounds of corn oil cake and 312,945,825 pounds of linseed oil cake; compared with 9,542,477 pounds of corn oil cake and 346,728,977 pounds of linseed oil cake for the corresponding months of 1904.

Exports of corn oil for the 7 months were 1,848,304 gallons; compared with 1,319,950 gallons for the same months of 1904, as reported by O. P. Austin, chief of the bureau of statistics.

Argentina's government has refused to give out the figures showing the amount of flaxseed still in farmers hands from the old crop. The *Review of the River Plate* states that the exportable surplus for the present season is 600,000 tons flaxseed. Exports from Argentina for the week ending Sept. 30 were 512,000 bus. compared with 400,000 bus. for the corresponding week a year ago.

After the Fire.



Ruins of Wood Working Part; Tanks Uninjured, H. W. Rogers & Bro. Elevator.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—A. L. Deibel, of Deibel Bros., has been elected a member of the Little Rock Board of Trade.

CALIFORNIA.

San Francisco, Cal.—W. W. Chase, head of the firm of W. W. Chase & Co., died Sept. 20, aged 75 years. Mr. Chase was one of the oldest and best known grain men in the state.

CANADA.

Ashville, Man.—A. Kelly & Co. will build an eltr.

Millet, Alta., is said to be a good location for a grain eltr.

Riding Mountain, Man.—F. Foulson is building a grain warehouse.

Warman, Man.—The Union Supply Co. is building a grain and flour warehouse.

Sedley, Alta.—The eltr. for the Lake of the Woods Milling Co. has been completed.

Turtle Mountain, Man.—The Turtle Mountain Milling Co. has completed and opened its eltr.

Abernethy, Assa.—The eltr. for the Farmers Eltr Co. has been completed. J. R. Blough is mgr.

Winnipeg, Man.—The Grain Exchange Social Club will continue its dances during the coming winter.

Calgary, Alta.—The Calgary Milling Co. has let the contract for the erection of its 150,000-bu. eltr.—R. F. R.

Rosehill, Man.—McCaskill Bros. have built a warehouse at Ladysmith, a siding on the C. N. Ry. west of Rosehill.

Carstairs, Alta.—The Alberta Pacific Eltr Co. has purchased the eltr. of the Farmers Eltr. Co. and will operate it.

Nanton, Alta.—The 30,000-bu. eltr for the Nanton Lumber & Grain Co. has been completed and is receiving grain.—R. F. R.

Ft. William, Ont.—Nine cars of a wheat train left the track Sept 29 at Biota, 80 miles west of Ft. William, blocking traffic for 12 hours.

Winnipeg, Man.—F. W. Thompson, mgr. of the Ogilvie Flour Mills Co., of Montreal, states that his company will build a number of additional eltrs.

Souris, Man.—Alexander Dickie has secured a patent on a grain door which opens out. The C. P. Ry. is equipping 20 cars with the door to give it a trial.

Winnipeg, Man.—A complete list of licensed track buyers and grain commission merchants was issued Sept. 30 by C. C. Castle, warehouse commissioner.

Davidson, Sask.—F. C. Whitlock has let the contract for a 20x30x12 ft. grain warehouse. A gasoline engine, dump scales and all eltr. machinery will be installed.

Toronto, Ont.—New tariffs of rates on export grain complying with the order of the railway commission were issued Oct. 2 by the Grand Trunk and Canadian Pacific.

Pakan, Alta.—J. A. Mitchell has formed a company to be known as the Victoria Milling & Produce Co., Ltd., which will operate the plant which he recently purchased from the Victoria Milling Co.

Fort William, Ont.—Eltrs. A, B and E are now working night and day to keep ahead of the inward rush of grain. The new eltr. B broke a record recently by putting 90,000 bus. into the steamer Iroquois in 55 minutes.

Winnipeg, Man.—Out of total wheat receipts of 6,106 cars during September 3,801 have graded No. 1 northern. Last year only 198 cars out of a total of 1,764 were graded No. 1 northern, showing the great superiority of the present crop.

Winnipeg, Man.—The Grain Exchange Baseball Team was presented recently with the trophies and medals won as champion, at a smoker given by the Commercial Baseball League. The treas. of the team was also presented with a gold locket by the champions.

Pilot Mound, Man.—Nicholson & Bain, of Winnipeg, have purchased the interest of A. H. Curry in the milling firm of Dow & Curry. Mr. Curry has retired from the firm because of ill health. The plant will be operated under the name of the Dow Cereal & Milling Co.

Vancouver, B. C.—It is said that the C. P. Ry. contemplates building a 1,000,000-bu. eltr.; and shipping grain to the Orient thru this port. J. E. and E. C. Hall, of Winnipeg, are said to have also been looking for a site with the idea of building an eltr., but not at the present time.

Lariviere, Man.—The eltr. of the Farmers Eltr. Co. was damaged Sept. 22 by a fire which started while the machinery was shut down for inspection of the scales. The eltr. contained 8,000 bus. of grain. Damage to building \$300, to grain \$1,000. Insurance, \$4,000 on house and \$4,000 on grain.

Hardin Man.—The Harding Milling Co., Ltd., incorporated, \$30,000 capital stock to build an eltr. and carry on a general milling business. Incorporators, Thos. R. Todd, Wm. H. English, Robert J. Campbell, Thos. Jasper, Geo. Wyllie, Alfred Chadbourne, Thos. E. Bell and Arthur Drummond, of Woodworth, and Jas. A. Reid, of Harding.

Point Edward, Ont.—On account of the apparent inability of the Grand Trunk Railroad to furnish cars for the prompt forwarding of grain from its eltrs. at Point Edward and Port Huron, exporters and millers fear a serious car shortage when the movement of Manitoba wheat attains its full volume. The Northern Navigation Co. is refusing to contract grain space on its boats later than Oct. 15, it is said. The Montreal Transportation is aiding to relieve the situation by the completion of the overhauling of the large grain eltr. at Prescott.

CHICAGO.

Memberships in the Board of Trade are selling for \$3,000.

If a "call" is an indemnity, a "put" should be an outdemnity.

John Dickinson, who was expelled several years ago, has applied for membership in the Board of Trade.

The membership of H. L. Karrick in the Board of Trade has been sold and the proceeds secured by his creditors.

Would not the Chicago market prove more attractive to shippers of Yellow Oats if specific rules for their grading were provided?

We do not believe it would be to the advantage of the trade in general to establish a new grade of yellow oats.—E. W. Bailey & Co.

The Hammond Eltr. Co. has been refused an order of court for the certification of evidence in the suit of the Board of Trade.

A considerable business is being transacted on the curb in contracts to sell and contracts to buy, as calls and puts are known under Kirton's plan.

W. M. Christie, well known in the grain trade, has accepted a position as traveling solicitor for H. M. Paynter and gone on a trip thru Iowa.

Bartnick & Son Co. incorporated, \$5,000 capital stock, to deal in grain and food. Incorporators, Gustav P. Bartnick, M. Bartnick and Theodore P. Kluppelberg.

A. R. Dennis has returned from Baltimore, where he has been for the last six months, and has removed his office from No. 6 Sherman St. to Room 600, 226 La Salle St.

We think there should be a specific rule governing the grading of yellow oats, and that instead of their being called No. 3 or 4 white, they should be graded No. 3 or 4 yellow.—Northern Grain Co.

Yellow oats are recognized by the grain inspection depts. of Toledo, Duluth and Minneapolis, but not by Chicago, altho that city receives more of them than all of the others combined.

Rosenbaum Brothers have leased the Calumet & Western Eltr. at South Chicago and are operating it in connection with their Belt Eltr. This gives them a water outlet.

The recent postponement of action on several applications for membership gave rise to an erroneous report that the directors of the Board of Trade had refused the applications.

The J. Rosenbaum Grain Co. has been exonerated of wrongdoing in connection with the plugging of cars at its eltr., after a hearing before a special committee of the directors of the Board of Trade.

John Hill says that the indemnity trading under the Kirton plan is a thinly whitewashed business in puts and calls; and says if the directors do nothing he will personally put an end to these transactions.

The Chicago River Improvement Ass'n, with a number of invited guests will make a trip of inspection of the Chicago River and harbor on Oct. 12, leaving the Wells streets bridge at noon. Luncheon will be served on board.

The first car of new corn was received Sept. 30 from Farmersville, Ill. On account of having 35 per cent of moisture the corn was heating and inspected

No Grade. The corn sold at 35 cents per bu. on account of its otherwise good quality.

Jas. T. Rawleigh, a charter member of the Board of Trade, died very suddenly Sept. 28 with heart disease, aged 69 years. Mr. Rawleigh had been identified with the grain trade for over 40 years but was interested chiefly in the feed business.

The Calumet & Western Eltr. Co. is making an offer for 30% cash on its outstanding debt of \$7,000 on the Board of Trade. Of this debt \$4,000 is due one house. The company will be able to reorganize and resume business if this offer is accepted.

The present dullness of the speculative market for grain must be patiently endured by brokers and customers. All speculative markets, whether grain, stocks or cotton, have these natural periods of rest, and it is an error to ascribe the narrow range of quotations to so-called manipulation by one interest.

I think, by all means, we should have an established grade of yellow oats. The grading of yellow oats the same as white oats is very misleading, both east and west, when there is such a difference in price quoted, which appears the same to one not familiar with the conditions that exist on our Board of Trade, between yellow and white oats.—Frank G. Ely.

* Every plan so far suggested for trading in puts and calls without violating the law has been condemned by good attorneys as contrary to the statute, even tho some plans have the approval of other attorneys who are equally good. On account of the divergent opinions of the legal gentlemen traders are anxious to have an opinion by the supreme court.

"Who are they who are agitating the question of doubling the charge for commission. Why there is not a commission house in the trade with business enough to keep employed one third of the office force they have, and to place such another barrier in the way of business as the change proposed would be to my mind the height of suicidal insanity."—Z. P. Brosseau.

The unofficial committee of five on puts and calls has recommended a new plan of indemnity to take the place of privileges. The contract has been framed up by W. S. Crosby, and brot to the attention of the directors of the Board of Trade, who have referred the whole question to the Board's legal advice committee, composed of James Bradley, Geo. Patten and J. H. Ware. The Crosby plan will require an amendment to the rules.

The directors of the Board of Trade have recently received petitions for the amendment of the rules, one that claims against members state the exact amount, and the other that "On all grain, millfeed or seeds sold the purchaser shall pay 80 per cent of the value of the commodity—on demand—upon presentation by the seller of proper shipping order or orders, and bill or bills of lading, or receipts for them, the said payment to be based on shippers' weights or the capacity of the car; subject, however, to final adjustment based on official weights at Chicago, or as may be otherwise agreed upon between the seller and buyer."

The sale of sulphured oats knowingly by members of the Board of Trade without informing the buyer that the grain

has been sulphured is still dishonorable conduct under the regulations of the Board. The petition for a removal of restrictions on the sale of sulphured grain which was presented to the directors recently was referred by them to the grain committee, and the grain committee reported by affirming a resolution adopted by the directors several years ago to the effect that the sale by any member knowingly of sulphured grain without informing the buyer of the treatment to which grain had been subjected, thereby deceiving the buyer, was dishonorable conduct.

"Yellow oats are inspecting Three White if they are sound, and some are inspecting Standard. They sell at a slight discount under the White. Track buyers in their card bids to country shippers offer more for Whites than for the Yellow. Many of the buyers are bidding for Three Whites, good color; Three White oats, yellow, and Four White oats. Some buyers are bidding 'Three-fourths cent discount for yellow oats.' When the new crop commenced to move the trade was quick to recognize the necessity of establishing a market for yellow oats, and receipts of this class of oats have been very large. No doubt it would be better for all concerned in that trade if rules were provided for the grading of yellow oats."

The petition asking that the commission be doubled has been referred by Pres. W. S. Jackson to a committee composed of J. Herbert Ware, John B. Adams, L. W. Bodman, George W. Patten, Robert Pringle, A. Stanford White and William S. Warren. Opinion is divided as to the wisdom of increasing commission rates. Spreading transactions between different markets would be seriously limited, and much trading that has the possibility of fractional profit also will be lost. The machinery provided for the transaction of option sales is very expensive to maintain, and the facilities furnished by the Board of Trade firms in the way of clerical help and private wires are several times as large as the present volume of business warrants.

ILLINOIS.

Carmi, Ill.—Wm. C. Smith has succeeded Storms & Smith.

Magnet, Ill.—Ed Morris is making extensive repairs on his eltr.

Mattoon, Ill.—Broomcorn sold in Mattoon Sept. 28 at \$100 a ton.

Gays, Ill.—The Gays Eltr. Co. received a load of new white corn on Sept. 25.

Kankakee, Ill.—Risser & Rollins write that they are out of the grain business.

Elgin, Ill.—The Cottrell Feed Co. has been organized to manufacture alfalfa meal.

Seymour, Ill.—Mullin & Sons will install a No. 2 McLeod Automatic Scale, purchased from C. A. Dryer.

Danville, Ill.—The C. & E. I. Ry. has purchased the Gregg Eltr. and will tear it down to make way for its new depot.

Yates City, Ill.—W. E. West has purchased the grain business of M. W. Thomson and will succeed him on Nov. 1.

Atlanta, Ill.—The Farmers Eltr. Co. has leased its eltr. for one year, with the privilege of three years, to Adams & Iddings.

Lincoln, Ill.—The old Randolph Eltr. is being moved to make room for a

double track. It is owned by Mrs. K. G. Hill.

East St. Louis, Ill.—The Transfer Eltr. & Grain Co. has been dissolved. The W. D. Judd Commission Co. has also been dissolved.

The Illinois Central Railroad has reduced the rate on oats from Illinois points to New Orleans for export 3 cents per 100 pounds.

Members of the state ass'n who never miss a meeting will now have a chance to see some of the other cities of the state—Peoria next.

West Ridge, Ill.—Hitch Bros. have purchased a No. 2 McLeod Automatic Scale from C. A. Dryer and will install it in their new eltr.

Peoria, Ill.—Eliab Negley, a charter member of the Peoria Board of Trade, and formerly a well-known grain merchant, died Sept. 25 in Chicago, aged 68 years.

Tower Hill, Ill.—Price & Barton have torn down the walls of the eltr. which burned last February and will rebuild at once. They expect to be ready to handle the corn crop by Nov. 1.

Pleasant Hill, Ill.—The machinery for the eltr. being built for Elmore & Lemmon by the Burrell Engineering & Construction Co. will be furnished by the Kingsland-Kay-Cook Mfg. Co.

Springfield, Ill.—The Railroad and Warehouse Commission held a meeting Oct. 3, but no decision as to reduction of freight rates was rendered, as the Commission had not gone over all the briefs filed in the case.

Whittacre, Ill.—Taylor Bros., formerly in the grain business at Emington, Ill., will build a 40,000-bu. cribbed eltr. with gasoline power. A cleaner and automatic scales will be installed. House will be on the new I. I. & M. R. R.

Earlville, Ill.—Geo. W. Mundie has sold his eltrs. at Earlville and Rollo to a company of farmers, who withdrew from the old Farmers Eltr. Co. owing to dissatisfaction, and henceforth the farmers will buck the farmers for the farmers' grain.

Arthur, Ill.—The Fairbanks Grain & Coal Co. ceased to be a farmers company on Oct. 1, as the stock has accumulated in the hands of a few men and the business will hereafter be conducted for a margin of profit. The name of the firm will soon be changed.

Sciota, Ill.—Henry Wykle has purchased the eltr. of C. E. Fahnestock. Pratt & Pratt, of Roseville, have purchased the eltr. of Mr. Douglas. They will tear down the house and rebuild. New machinery will be installed. Mr. Pavin will have charge for Pratt & Pratt.

Edinburg, Ill.—The Farmers Eltr. Co. has purchased for \$9,000 the eltr. of Brownback & Co., instead of building an 80,000-bu. eltr. as was planned at first. The directors of the farmers' company are J. K. Alexander, Col. T. B. Hart, Jas. Bruebeck and Geo. Brennan.

Radford, Ill.—The Evans Eltr. Co., of Decatur, is building an ear corn house to replace the one burned last May. It will be of slatted construction and will be operated by steam power. A sheller and cleaner will be installed. The company is making extensive improvements in its north eltr.

Harvey, Ill.—The working house of the Middle Division Eltr., operated by the Rogers Grain Co., of Chicago, burned Oct. 1, with 18,000 bus. of oats. The fire started at 11 p. m. Insurance, \$22,368. Views of the eltr. before and after the fire are given on another page of this issue of the Journal.

Manhattan, Ill.—Henry T. Truby, son of the late M. Truby, of Joliet, has let the contract for the erection of a 40,000-bu. eltr. at the new town of Andres on the I. I. & M. Ry., 6 miles east of Manhattan. It will be operated under the firm name of the Henry T. Truby Grain Co., with Chas. L. Truby as mgr. The house is expected to be ready for business by Nov. 1.

Illinois shippers who wish the highest market price for their grain and who are unfortunately situated on the lines of the Illinois Central Railroad, should make a vigorous protest against the charge of \$2 per car demanded by that company on all grain leaving its rails, unless billed directly to an eastern line. The commission merchant who has a car to dispose of has to accept \$2 less for the grain simply because it happened to originate on the Illinois Central. All of the other roads in Chicago permit cars of grain to leave their lines without making a charge. Even the Illinois Central makes no discrimination in the case of lumber and other commodities, which it freely permits to go to other lines without charge. This is a discrimination against grain, in order that the Illinois Central may profit by the handling of the cars at its own eltrs. Shippers who find deductions of \$2 for "transit charges" on their account sales shud write a vigorous protest to the traffic officials of the company. Shippers who sell on track are also interested, since buyers for the Chicago market know they have the \$2 transit to pay and reduce their bids accordingly to country dealers.

INDIANA.

Portland, Ind.—Holmes Bros. are building a 22x35 ft. addition to their eltr. to store feed and grain.

Rockport, Ind.—Mr. Jones has rented a small house and is buying for A. Waller & Co., of Henderson, Ky.

Pence, Ind.—Pence & Goodwine are building a 60,000-bu. eltr. on the new Indiana Harbor road, four miles north of here.

Evansville, Ind.—Edw. H. Young, of St. Louis, has bot an interest in the business of W. H. Small & Co., and will have charge of the grain department.

Talbot, Ind.—W. F. Starz & Co., of Fowler, are building an eltr., the machinery of which will be furnished by the Kingsland-Kay-Cook Mfg. Co.

Indianapolis, Ind.—New members of the Indiana Grain Dealers Ass'n are Thos. Johnson Co., of Baltimore, Md., and the Farmers Eltr. Co., F. P. Anthony, mgr., at Markle, Ind.

Fritchton, Ind.—Allen & Welton, of Wheatland, have leased the eltr. of the J. T. Draper Co. and will operate it until Jan. 1, 1906, when it will be taken back by the J. T. Draper Co.

Gessie, Ind.—The eltr. of S. J. & D. Metzger burned Sept. 18 with about 2,000 bus. of grain. Loss, \$5,000; covered by insurance. The fire is supposed to have been started by a hot box in the top

of the eltr. The owners contemplate rebuilding.

Wingate, Ind.—The Crabbs Reynolds Taylor Co. has purchased for \$30,000 the eltrs. of Bittle Bros. at Wingate and Lindon, and has taken possession. Jos. S. Henry, of Henry Bros., who formerly operated an eltr. at this point, will have charge of both eltrs. here.

Covington, Ind.—Thos. Bodine has purchased the eltr. of Henry Schulenberg, which was formerly operated by A. L. Schulenberg. He is now the only regular dealer at Covington. This purchase gives him storage capacity for 60,000 bus. The houses are equipped with Western Shellers and 12 and 16-h. p. gas engines and a car loader in each house.

The Eastern Indiana Grain Dealers Ass'n had a very pleasant and encouraging meeting at the Commercial Club rooms in Ft. Wayne Oct. 2. The attendance was large and the feeling was first class, and it is sure that that part of the State, through the efforts of E. M. Was-muth and W. H. Doan, the pres. and secy., respectively, will soon be in splendid condition.

INDIAN TERRITORY.

Valley, I. T.—The Bower & Brown Eltr. Co., of Broken Arrow, is building an eltr.

Broken Arrow, I. T.—The Stevens-Scott Grain Co., of Wichita, Kan., is building an eltr.

Porter, I. T.—The Bower & Brown Eltr. Co., of Broken Arrow, has succeeded the Midland Eltr. Co. at Porter and Coweta.

Porter, I. T.—S. J. Cash, formerly of Midland City, Ill., has organized the Porter Grain & Eltr. Co. and is building a 30,000-bu. eltr. The company will handle all kinds of grain and do a general shipping business. This town is situated in about the best farming territory in the territory, and farmers from Illinois and Iowa are taking land in this vicinity very fast.

IOWA.

Today is seed corn harvest day. Tell your farmer patrons about it.

Sloan, Ia.—The Farmers Cereal Co. has secured a site and will build an eltr.

Ida Grove, Ia.—C. C. Crawford, of Dayton, has purchased the eltr. of Geo. W. King & Son.

Essex, Ia.—G. M. Gwynn began receiving the new crop of early varieties of seed corn Sept. 25.

Woden, Ia.—Chas. Lawler, of Crystal Lake, has succeeded John Tammen as agt. of the Clinton Grain Co.

Imogene, Ia.—The machinery for the new eltr. of John Gilmore will be furnished by the Kingsland-Kay-Cook Mfg. Co.

Boyden, Ia.—The L. J. Button Eltr. Co. has about completed the addition to its eltr. in which it will handle feed and flour.

Malcom, Ia.—Wilson Blair, of Ladora, has purchased the eltr. and lumber yard of E. P. Hubbert & Son and has taken possession.

Gilman, Ia.—The Farmers Co-operative Co. has taken possession of the eltr. of L. G. Beale, and is said to be doing business for a margin of profit.

Davenport, Ia.—The eltr. at Mt. Joy for the D. Rothschild Grain Co. has been completed and is now open for business, with Peter R. M. Voss as mgr.

Council Bluffs, Ia.—The Cooper-Von Dorn Eltr. Co. has let the contract to the Younglove Construction Co. for the erection of a transfer house to cost \$10,000.

Oelwein, Ia.—Ward B. Agnew, of Fairbank, has succeeded P. J. Miles, who has been connected with the grain trade at this point for 31 years, most of the time on his own account.

Melvin, Ia.—The Grain Growers Incorporated Co-operative Ass'n has purchased the eltr. of Geo. A. Romey and has taken possession. Henry Kuester will manage the business.

Council Bluffs, Ia.—Drogo Bros. have leased a site from the G. W. Ry. and will build a 50,000-bu. eltr. The house will be equipped to handle 50 cars of grain a day. The lease is to run 24 years.

Nevada, Ia.—The farmers have purchased for \$2,000 an old eltr. at this point and expect to have it in operation by Oct. 16. It has capacity for 25,000 bus. Extensive repairs are being made in the house.

Roelyn, Ia.—The Farmers Eltr. Co. incorporated, \$5,000 capital stock. Emmett Kelly is one of the incorporators. The company has let the contract to the Younglove Construction Co. for the erection of a 14,000-bu. eltr.

Anamosa, Ia.—A line of eltrs is to be built along the C. A. & N. Ry. for L. S. Needham, of Winside, Neb., by Chas. E. Newell. The houses are to be located between Anamosa and Quasqueton. Work has been commenced on the house at Prairieburg.

Maquoketa, Ia.—The eltr. of the C. M. & S. P. Ry. burned Sept. 22 with about a carload of oats, all the grain which the house contained. Loss, \$5,000; fully insured. Cause of the fire is unknown, as there had been no fire in the building for some time.

Fernald, Ia.—We are paying here today (Oct. 3) 20½ cents for No. 3 white oats, 38½ cents for No. 3 yellow ear corn and 39½ cents for No. 3 yellow shelled corn. Contracting for new corn at 30 cents; a great many farmers are contracting their corn now.—F. H. Hancock, agt. Diamond Eltr. Co.

Rodney, Ia.—In the suit of Henry Godfreyson, a farmer, against the Neola Eltr. Co. for \$5,000 damages, a verdict was given in favor of the eltr. company on the ground of contributory negligence. The suit was for injuries received by falling thru a trap door at the eltr. of the company.

Council Bluffs, Ia.—Work has been commenced on the 600,000-bu. terminal eltr. for the Trans-Mississippi Grain Co. The car handling house will be 88x45 ft. and the storage, which will be of cribbing, will be 56x168 ft. The tltr. legs and bin bottoms will be of steel. Belt conveyors and 13 electric motors, aggregating 500 h. p., will be installed. The foundation will be of concrete.

KANSAS.

Yates Center, Kan.—Roy A. Braik will build an eltr.

Marysville, Kan.—Perry Hutchinson is building an eltr.

Voda, Kan.—The 15,000-bu. eltr. for Ross & Waldo has been completed.

Herndon, Kan.—The Herndon Grain Ass'n incorporated, \$5,000 capital stock.

Weber, Kan.—The farmers have made application to the Santa Fe for a site for an eltr.

Palmer, Kan.—P. J. Slipsager has succeeded V. Faris as mgr. for the Baker-Crowell Grain Co.

Niles, Kan.—The Niles Grain Co. has installed a feed grinder in its eltr. and will chop all kinds of grain.

Stockton, Kan.—The eltr. and mill of the Stockton Milling Co. burned Sept. 26. Loss, about \$30,000, partly insured.

Damar, Kan.—W. D. Hayes and A. Bedard have purchased the new 15,000-bu. eltr. of the A. J. Poor Grain Co.

Atwood, Kan.—The eltr. of Cooper & Linn partially collapsed recently, letting 4,000 bus. of wheat out on the ground.

Bennington, Kan.—The Farmers Eltr. Co. has let the contract for the rebuilding of its eltr., the house to be completed by Dec. 1.

Elwood, Kan.—The machinery for the reconstruction of the Harroun Eltr. is being furnished by the Kingsland-Kay-Cook Mfg. Co.

Buffalo Park, Kan.—The machinery for the eltr. being built for Henry Bowman will be furnished by the Kingsland-Kay-Cook Mfg. Co.

Colby, Kan.—Paul Morrison, mgr. of the terminal eltr. of the R. S. Morrison Grain Co., of Kansas City, was married Oct. 4 to Miss Dora Hulet, of Russell.

Gardner, Kan.—J. B. Ward and Jos. Chandler have let the contract for the erection of a 125-barrel mill, to be run in connection with the eltr. of J. B. Ward.

Downs, Kan.—Creed Dillon has taken the lease of the Davis Eltr. from Roy Hammond, who leased it in June and who has now retired from the grain business.

Arkansas City, Kan.—The Arkansas City Milling Co. has installed a Howe Gasoline Engine in its terminal eltr. The house has formerly been operated by power from the mill.

Idana, Kan.—The eltr. of F. L. Williamson & Co. burned Oct. 3 with 3,000 bus. of wheat, 1,000 bus. of corn and 1,000 bus. of oats, 2 freight cars and a small coal house full of coal. Loss covered by insurance.

Hargrave, Kan.—The railroad commissioners' order that a switch be built to the farmers eltr. is being resisted by the Missouri Pacific on the ground that the eltr. company is a co-operative concern conducted in violation of law.

Concordia, Kan.—Bossemeyer Bros. have sold their office building and will build a larger office north of the old site. The company contemplates building an eltr. and cleaning house on the Santa Fe in the spring. Their present house is on the M. P. Ry.

Imboden, Kan.—The Imboden Milling Co. is erecting a 40,000-bu. steel tank, which will be 40 ft. in diameter and 55 ft. high. It will be divided into 7 bins and instead of the usual conical shaped roof gables will be formed on opposite sides with the ordinary roof. R. C. Stone has the contract.

Kansas City, Kan.—John Anderson, a painter, fell Sept. 25 while at work on

the Maple Leaf Eltr. and was instantly killed. He attempted to walk along a 3-inch iron beam between the side of the eltr. and the transmission ropes, which caught him and threw him from the beam and he fell a distance of 85 feet.

Topeka, Kan.—E. J. Smiley on his return from a trip thru the western counties said that the many millers who were preparing to use fuel oil are changing their plans on account of the reduction in freight rates on coal 40 cents a ton, so that the millers and eltr. men can afford to burn coal.

Concordia, Kan.—The Cloud County Grain Co. is building a 40,000-bu. eltr. to replace the house burned in August. A corn meal and corn chop plant will be operated in connection. V. Faris, formerly mgr. for the Baker-Crowell Grain Co. at Palmer, will go on the road for the company, with headquarters at Concordia.

Chapman, Kan.—The Chapman Milling, Eltr. & Electric Light Co. has been organized with \$30,000 capital and has purchased the eltr. of Arnold & Scanlan. The company has also purchased the plant of the Downing Milling Co. and will consolidate the two properties. The officers of the company are: John Erwin, pres.; M. P. Sanborn, vice-pres.; Arthur Williamson, secy. and treas.; John Carroll, mgr.

Halstead, Kan.—Suit has been brot by P. H. Pelkey against the Farmers Eltr. Co. for \$2,927.27, which he claims is due him for building the eltr. for the company. The eltr. and its equipment has been appraised at \$3,500. The farmers claim they have refused payment for alleged defects in material and workmanship and not because of the amount of the claim. Garnishment notices have been served on the farmers having stock in the company.

Kansas City, Kan.—Judge Pollock has taken under advisement the application of five eltr. firms for an order of court enjoining the Kansas State Grain Inspection Dept. from weighing grain. Atty. S. W. Moore for the eltr. men argued that by mixing the classification of public and private elevators in the amendatory law passed in 1903 the classification established by the law in 1872 was invalid; that in consequence the law of 1872 itself was invalid.

To arouse wheat growers to the great importance of sowing pure seed and giving more care to their crops it is suggested that the grain dealers, millers, the railroads and the Kansas City Board of Trade unite in a comprehensive plan to conduct a campaign for better methods, the importation of the best Russian hard wheat seed, the elimination of rye mixture and to disseminate the valuable information on grain growing contained in the reports of the Kansas State Board of Agri., of which F. D. Coburn is secy.

Topeka, Kan.—Carr Taylor, atty. of the state railroad commissioners, on Oct. 3 brot suit against several railroad companies for a reduction in the freight rates on grain, alleging that the rates from Kansas points to Kansas City are 125 per cent higher than the rates from that city to eastern markets. For example the rate from McPherson to Kansas City is 15¼ cents, and from Kansas City to Chicago 11 cents, while the thru rate from Mc-

Pherson to Chicago is 27¼ cents, or 1 cent higher than the sum of the two locals.

Topeka, Kan.—Carr Taylor, attorney for the board of railroad commissioners, is now about ready for trial on the grain rate case of Kansas. He hopes to secure at least a 20 per cent reduction in the grain rates of the state. In order to attain the desired result he must have more than the moral support of those interested in shipping grain. The millers and grain dealers have much to gain by working on this proposition. All would profit by a reduction, hence all can afford to contribute to the fund needed for carrying on the fight.

Topeka, Kan.—"We note what you say about the millers having gained a victory in the matter of lower coal rates in Kansas. It is our understanding that the Santa Fe R. R. is the only railroad which has made any reduction, and the reduction does not apply to all points. I am of the opinion that the mills located in the central and southern parts of the state will use crude oil in preference to coal and some members elsewhere are doing likewise. The railroads evidently desire to discourage manufacturers putting oil burners under their boilers."

Topeka, Kan.—I have just returned from Kansas City and was very much surprised to learn that it would be impossible to secure a meeting place or even hotel accommodations there on Oct. 17 and 18. Kansas City will hold its horse show that week and 4 or 5 national assn's will meet there at the same time. This is a great disappointment to us, as we had fully intended to hold the meeting that week. We believe that we could secure a better attendance in October than any other time of the year. At this writing we do not know when the annual meeting will be held.—E. J. Smiley.

It seems that we were somewhat in error when in the last number, page 361, we gave Charles H. Ridgway, secy. of the Western Millers Mutual, all the credit for securing the 20 per cent reduction in the Santa Fe's coal rates. Now, Mr. Ridgway was appointed chairman of the comite on state legislation by the Federation of Commercial Interests of Kansas some four years ago, and he had associated with him a number of prominent gentlemen both within and without the legislature. Thru the work of this comite a provision was incorporated in the railroad law to provide for the appointment of an attorney for the board of railroad and warehouse commissioners. Gov. Hoch very wisely chose Carr Taylor, of Hutchinson, to serve on the board, and as soon as he took office started to put the law into effect. He brought suit against the Santa Fe on the coal rate, and two days before the case was to come to a trial the Santa Fe threw up its hands and made a reduction of 20 per cent, thus not allowing the case to come to trial on its merits.

Wichita, Kan.—At a meeting attended by 47 grain dealers from all parts of the state, held Sept. 28, the principal topic of discussion was "Should the Shippers Submit to the Deduction of 100 Pounds from Official Weights at Terminal Markets?"

Secy. E. J. Smiley said: Taken from the statistics of the Kansas City Board of Trade for the year 1904, there was handled through the Kansas City gateway 43,511 cars of wheat, from which was de-

ducted 100 pounds to the car, and we will say at the average price of 75 cents per bushel amounted to \$54,388; 15,764 cars of corn from which 100 pounds to the car was deducted, we will say at an average price of 40 cents, amounts to \$1,260; 3,896 cars of oats, 100 pounds deduction, at an average price of 28 cents, amounts to \$3,309, or a total of \$68,957. Of course we have no means of knowing what per cent of these shipments originated in the state of Kansas, but it is reasonable to suppose that fully three-quarters of the Kansas City wheat receipts originated in Kansas, and at least 50 per cent of the total corn receipts, consequently fully \$50,000 was taken directly from the pockets of the shippers of the state of Kansas during the year 1904.

The following resolution, offered by A. H. Hunt, was unanimously adopted:

Whereas, It has been and still is the practice in some of the markets to deduct 100 pounds per car in making settlements on grain shipments; and,

Whereas, This practice has, at Kansas City alone, reduced the revenues of the country dealers who ship there to an amount averaging over 450,000 per annum; and,

Whereas, The statutes of this state prohibit such deductions and provide severe penalty therefor; therefore, be it

Resolved, That we, the shippers of Kansas and members of the Kansas Grain Dealers Ass'n, do hereby object to and protest against this unlawful practice; and be it further

Resolved, That the board of directors and officers of the Kansas Grain Dealers Ass'n be requested in writing to take such legal steps as may be necessary to bring about a discontinuation of same.

KENTUCKY.

Louisville, Ky.—The Kentucky Alfalfa and Corn Special, which is to instruct the farmers of the state on the scientific method of raising alfalfa and corn, left Louisville Sept. 25. The lecturers are: Prof. P. G. Holden, of Ames, Ia.; Hubert Vreeland, commissioner of agri., and Jos. E. Wing, of Mechanicsburg, O.

LOUISIANA.

New Orleans, La.—The H. T. Lawler Milling & Trading Co., Ltd., will build 2 grain tank eltrs. with capacity for 50,000 bus.

New Orleans, La.—The grain exports during September were 112,000 bus. of wheat and 53,323 bus. of corn, compared with no wheat and 20,964 bus. of corn for September last year, as reported by W. L. Richeson, chief grain inspector of the Board of Trade.

MARYLAND.

Baltimore, Md.—Eltr. No. 1 of the N. C. Ry. at Canton has been reopened after having been closed since June 1 for repairs.

MICHIGAN.

Detroit, Mich.—Caughy & Carran are increasing the capacity of their eltr.

Owosso, Mich.—Hankins Bros., of Elsie, have purchased the eltr. of H. N. Ainsworth and will take possession Nov. 1, with A. J. Hankins in charge.

Allegan, Mich.—E. F. Sherman, formerly in business at Edison, O., has purchased the eltr. of E. T. Cruse and the seed and feed store of Grigsby & Stratton, and took possession Sept. 25. He will handle grain, hay, straw and seeds.

Grand Rapids, Mich.—The Grand Rapids Grain & Milling Co. has been organized by L. Fred Peabody to do a grain and milling business. The brick building formerly occupied by the National Pure Food Co. has been purchased and will be used by the company.

MINNEAPOLIS.

The G. N. Ry. will make extensive improvements in its eltrs. at this point.

Edward A. Vaughan, the get-rich-quick swindler, who has disappeared, was indicted Oct. 4 by the federal grand jury.

The Nels Enge Grain Co. incorporated, \$50,000 capital stock. The directors are Nels Enge, Edwin J. Wenzel and C. M. Reese.

Deliveries of wheat on September contracts at the Chamber of Commerce Sept. 30 were 650,000 bus. The wheat was taken over principally by millers.

The administrator of the estate of John D. Ternes will bring suit against the G. E. Gee Grain Co. for damages for the death of Mr. Ternes in an accident in the construction of an eltr. for the company.

The directors of the Chamber of Commerce have adopted a resolution that Wm. Maxwell be denied representation on the floor, on a complaint by McCarthy Bros. Co. that Maxwell owed them over \$4,000.

Thos. Chambers, pres. of the Chambers-Mackay Commission Co., died Oct. 4, after over a year's illness of cerebral trouble. Mr. Chambers was 68 years of age and had been a resident of Minneapolis for 21 years.

The heavy movement of grain to market is tying up funds, and the payment of drafts against cars in transit is strengthening the money market. The Soo Road has issued an order that cars will not be permitted to go upon the rails of other lines beyond Minneapolis.

Many shippers of hay and straw are marking their cars not to be inspected by the state, on account of the delay and annoyance of the new system as handled by the railroads. It is expected that the system will die out for lack of support, as the fees for handling the cars are not enough to pay for the inspection.

Rigorous enforcement of the car service rule imposing a penalty of \$2 per day has led the Chamber of Commerce to ask the Terminal Dispatch Ass'n for a more liberal rule. Demurrage in other cities is only \$1 per day, and the free time 24 hours or more. The present rule requires that disposition must be filed with the Terminal Dispatch by 4 p. m. on grain cars received at Minneapolis before 8:30 and inspected by 11 o'clock the same day.

At the annual election of the Chamber of Commerce, held Oct. 5, the following officers were elected for the ensuing year: Peter B. Smith, pres.; G. F. Piper, vice-pres. Directors, H. F. Douglas, John L. Tracy, A. H. Poehler, John R. Marfield and J. V. McHugh. Board of Appeals, 2 years, T. N. Taylor, G. A. Duvigneaud,

W. O. Timmerman and A. G. Chambers, 1 year. Board of Arbitration, L. Christian, L. C. Remund and J. R. Martin.

MINNEAPOLIS LETTER.

Considerable macaroni wheat is being exported from here.

The carrying charges are very gratifying to the eltr. companies, and they are all filling up.

The trade is well satisfied with the season so far and the mills are all running full capacity and grinding 2,000,000 bus. of wheat a week.

The mixers and the scalpers are the only ones who are grunting and they all complain about the too good quality of the crop. They say there is no money in it for them this year.

The c.i.f. Buffalo business has been very heavy and the entire capacity of the Soo line is already engaged for the balance of the season, which curtails business and makes it necessary to work via Duluth.

The day after election the rule prohibiting smoking in the exchange room was suspended and the officers elected supplied the cigars.

The pit boys had lots of fun and serenaded a number of the newly elected officers, who were then carried bodily to the cigar stand.

There has been quite a business with the orient, but how much no one seems to be able to find out. The Japanese are extraordinary in driving their bargains and no one seemed to know anything about the business until the grain had all been worked and so the market was not allowed to reflect any of the huge transactions. They bought oats, barley and flour.—Minn.

MINNESOTA.

Nevis, Minn.—The Interstate Grain Co. contemplates building an eltr.

Lismore, Minn.—The Farmers Eltr. Co. will build another eltr. next year.

Duluth, Minn.—The Jean Du Luth Co. will build a 25,000-bu. eltr. on its farm.

Lake Benton, Minn.—The Farmers Co-operative Ass'n is building an addition to its eltr.

Magnolia, Minn.—The Plymouth Eltr. Co. contemplates building an eltr. and has applied for a site.

Bertha, Minn.—The Farmers Eltr. Co. has let the contract for the erection of an addition to its eltr.

Waconia, Minn.—The Great Western Eltr. Co. painted its house this summer and put on a new roof.

Good Thunder, Minn.—R. L. Houk, who operates the eltr., has let the contract for a 100-bbl. flour mill.

Moorhead, Minn.—Jas. Hughes, of Fulton, has taken charge of the eltr. at Finkle for the Jenkins Eltr. Co.

Lismore, Minn.—The Farmers Eltr. Co. has been compelled to borrow \$4,000 to carry on its grain business this year.

Vesta, Minn.—The Flemming Milling Co. has completed a 5,000-bu. eltr. The Farmers Grain & Fuel Co. has built a 12x36 ft. coal shed.

Red Wing, Minn.—C. E. Lewis & Co., of Minneapolis, have secured the local office of the Edwards-Wood Co. and will reopen it for business.

Little Falls, Minn.—The Farmers Exchange has leased for 1 year the eltr. of the Monarch Eltr. Co. G. A. Kull is secy. for the Exchange.

Bagley, Minn.—Cargill & Diemer have purchased the eltr. of the Winter & Ames Co. A 10-h. p. gasoline engine and a large sized scourer and cleaner have been installed.

Duluth, Minn.—The Board of Trade on Oct. 4 adopted an amendment to the rules making No. 1 northern the contract grade, with the privilege of delivering No. 2 northern at 5 cents per bu. discount.

Duluth, Minn.—The T. A. Scarlett Co. incorporated, \$50,000 capital stock, to deal in grain, food products, real estate and horses. Thos. A. Scarlett, pres. and treas.; Daniel Horgan, vice-pres.; J. C. Perry, secy.

West Concord, Minn.—The eltr. recently purchased by Wagner & Son burned recently with a small quantity of grain. Loss, \$1,000. The fire is supposed to have caught from a spark from a passing locomotive.

St. Paul, Minn.—The Loftus-Hubbard Eltr. Co. has recently secured relief from the car shortage for many of its shippers thru the assistance of the State Railroad Commission, when complaints have been made directly to the company.

Little Falls, Minn.—The Retail Merchants Ass'n has purchased a warehouse and will buy wheat from the farmers. The purpose of this movement is to secure trade for the local firms, and the ass'n. promises that wheat will, if necessary, be handled at a loss to procure this result, as the business is not for profit.

Wylie, Minn.—The Imperial Eltr. Co. is tearing down its eltr. and will remove the materials to a new town in North Dakota. The St. Anthony & Dakota Eltr. Co. will also remove the materials of its eltr. to a new town in North Dakota. The Red Lake Falls Milling Co. will tear down its eltr. later in the fall. The G. N. Ry. has practically abandoned Wylie and this is the cause of the removal of all the eltrs.

St. Paul, Minn.—The complaint by the Loftus-Hubbard Eltr. Co. that it had been charged 5 cents from Afton on grain to St. Paul when the rate from Hastings, an intermediate point, was only 4 cents, has been answered by the Milwaukee Road with a statement that Hastings was on the opposite side of the river from Afton and that since cars could be run to St. Paul without ever touching Hastings, the latter was not an intermediate point, and there was no violation of the long and short haul rule.

Echo, Minn.—A queer mode of robbing an eltr. was recently discovered at the local house of the Western Eltr. Co. The agt., F. A. Schroeder, returning to the eltr. at dark on Sept. 6, found a man there with wheat dumped in the hopper. He gave the agt. a very plausible story and the agt. paid him \$7 for the wheat. On Sept. 22 the agt. noticed a cloud of dust coming from the hopper about dusk. On running up to the hopper he found his man hid in it, and after turning him over to the police found that 50 bus. of wheat had been run into the hopper from the bin. The man was sentenced to 50 days in jail.

MISSOURI.

Noel, Mo.—The Noel Roller Mill Co. contemplates building an eltr.

Bluff Springs, Mo.—Garrell Bros. have moved their eltr. and milling business to Bluff Springs from Gregory.

Purdy, Mo.—The Stone Milling Co. has succeeded the Brinson-Waggoner Grain Co. Jed Carlin is dead.

Butler, Mo.—The Cannon-Weiner Eltr. Co. is building an eltr. The machinery is being furnished by the Kingsland-Kay-Cook Mfg. Co.

Kansas City, Mo.—W. D. Judd has been elected a member of the Board of Trade on the transfer of the membership of Wm. R. Beatty.

Kansas City, Mo.—Miles J. Betts, a bookkeeper for the Logan Grain Co., committed suicide Oct. 4 by taking carbolic acid. Despondency is given as the cause.

Kansas City, Mo.—M. Sanson & Co., of Ft. Worth, Tex., have opened a branch office in the Live Stock Exchange building. Grain and cotton seed products will be handled and J. A. Comer will have charge.

Kansas City, Mo.—The Board of Trade weighing charge of 35 cents at all the mills and most of the eltrs. went into effect on Oct. 1. The charge is higher at eltrs. where business is light or the houses are harder to reach.

Kansas City, Mo.—J. H. Tomlin, head of the J. H. Tomlin Grain Co., died Sept. 25 after an illness of several months. Mr. Tomlin was a director of the Kansas City Board of Trade and that Exchange closed at noon Sept. 27 in respect for him.

Russell, Mo.—The Russell Milling Co. has let the contract for the erection of a 40,000-bu. eltr., 300-barrel mill and power house. The plant is to be completed by January. The officers of the company are: J. H. Hill, pres.; H. E. Hanna, vice-pres. and mgr.

St. Louis, Mo.—Wm. Wilmerton, of Preeminence, Ill., has recently got judgment for \$39,000 in the Circuit Court against the defunct Merchants Brokerage Co., in which he invested \$40,000. The funds of the company in the St. Louis banks, amounting to about \$7,000, have been turned over to Mr. Wilmerton.

St. Louis, Mo.—The grand jury has summoned 30 persons alleged to have knowledge of bucket-shops or to be interested in the concerns, with a view to bringing indictments against the proprietors in response to Governor Folk's orders to the police commissioners to suppress this form of gambling.

Kansas City, Mo.—B. R. Beall has brot suit against the Kansas City Board of Trade for \$75,000 actual damages and \$10,000 punitive damages for being barred by the Exchange from carrying on his brokerage business. He recently brot suit against the Exchange and all its members for \$2,150, received from the sale of his membership, which the arbitration committee had decided should be paid to Geo. A. Adams, who claimed it on account of an old indebtedness of the Beall Grain Co. Several years ago the Beall Grain Co. became embarrassed and persons not interested agreed to pay a certain percentage of the firm's debt, providing that all the creditors released the Beall Grain Co. This the Geo. A. Adams Grain Co. refused to do until Mr. Beall agreed verbally to make good the differ-

ence. When Mr. Beall sold his membership recently Mr. Adams claimed the proceeds.

MONTANA.

Kalispel, Mont.—The Kalispel Flour Mill Co. will build a 70,000-bu. steel eltr. in connection with its mill.

NEBRASKA.

Tekamah, Neb.—J. C. Crue is building an eltr.

Wakefield, Neb.—The Benson Grain Co. is building a 22,000-bu. eltr.

Benedict, Neb.—Jas. Pearson has taken charge of the eltr. for the Foster Grain Co.

Benton, Neb.—The Wells-Hord Grain Co. has installed an improved Hall Distributor.

Omaha, Neb.—The transfer eltr. of the Worrall Eltr. Co. was wrecked recently by a storm.

Sweetwater, Neb.—The Tidball Lumber Co., of Ravenna, has purchased for \$2,500 the eltr. of Zbinden Bros.

Creighton, Neb.—The Urdike Grain Co. has installed an improved Hall Distributor in its eltr. at this point.

Elgin, Neb.—The Elgin Eltr. Co. will install a 15-h. p. Fairbanks-Morse Gasoline Engine and 2 improved Hall Distributors.

Germantown, Neb.—Mr. Wallace will buy grain a few weeks for the Foster Grain Co., when he will be succeeded permanently by Harry Huntington.

Callaway, Neb.—The Farmers Grain Co. has been organized and will build an eltr. The officers are A. C. Griffith, pres., and John Fredericks, secy.

Memphis, Neb.—The eltr. being built for Railsback Bros., of Ashland, will be equipped with machinery furnished by the Kingsland-Kay-Cook Mfg. Co.

Carroll, Neb.—The Farmers Eltr. Co. incorporated, \$10,000 capital stock. Incorporators, J. S. Stanton, A. J. Honey, C. J. Honey, R. D. Merrill, W. F. Belwols and others.

Putnam, Neb.—Norcross Bros., of Beatrice, have purchased the eltr. of Blythe & Patton, of Blue Springs, and will operate it in connection with their Beatrice business.

Emerson, Neb.—The eltr. of the Holmquist Grain & Lumber Co. was struck by lightning recently, but the damage to the building was light and none was done to the contents. No fire was started in the building.

Omaha, Neb.—Over 35 applications have been received for eltr. sites on the Omaha-Sioux City division of the G. N. Ry. The line will be 107 miles long and will include Fremont, Yutan, Nickerson, Oakland, Homer and Lyons.

NEW ENGLAND.

Bristol, N. H.—L. N. Johnson has sold his grain business.

Swanton, Vt.—E. W. Bailey & Co. are repairing their grain warehouses.

Boston, Mass.—Alexander W. Pond, formerly prominently identified with the grain trade of Chicago, committed suicide Sept. 27. Ill health is supposed to have been the cause of the act.

NEW YORK.

Utica, N. Y.—W. E. Owen & Son are installing a grain elevator in their elevator and are making several other improvements in the house.

New York, N. Y.—Johns & Pratt incorporated, \$10,000 capital stock, to conduct a commission business in hay, straw, feed, etc. Incorporators, Hamilton Anderson, Walter M. Pratt and Fred L. Johns.

Waverly, N. Y.—The Waverly-Sayre Co. incorporated, \$30,000 capital stock, to deal in grain and farm products. Incorporators, Cyrus F. Dyer, Waverly, and Walter McCracken, Lewis A. and Sidney D. Conwell, of Philadelphia, Pa.

New York, N. Y.—The Farmers Feed Co. incorporated, \$500,000 capital stock, to manufacture and deal in grains, feed, etc. Incorporators, Henry L. Cohen, New York; Geo. F. Reynolds, Katonah, N. Y., and Edwin O. Keeler, Norwalk, Conn.

New York, N. Y.—The Buffalo-New York lines are refusing to accept contracts for the shipment of grain on account of the scarcity of cars. At a meeting of the Produce Exchange Oct. 4 it was decided to bring pressure to bear on the roads and the matter was referred to the transportation committee.

New York, N. Y.—Doubling of the commission rate on grain is talked of on the Produce Exchange, the rate being made $\frac{1}{4}$ c to non-members and $\frac{1}{8}$ c to members. The argument in favor of the advance is that the volume of business will remain the same, and the profit greater. Members held a meeting Oct. 3 to consider the increase.

Buffalo, N. Y.—John G. Heinold, the well-known grain man, died Sept. 24, aged 60 years, as a direct result of injuries he received in the elevator accident in the Chamber of Commerce building on Aug. 12. Mr. Heinold came to Buffalo 55 years ago and has since made it his home, being one of the veteran grain merchants of Buffalo. He was a member of the Chamber of Commerce.

New York, N. Y.—Owing to brisk demand for No. 3 hay, to fill contracts lately given out, sales of that grade have been active and stock on hand reduced, although still fully equal to cover the ordinary trade, and prices cannot be quoted higher. No. 1 and No. 2 remain firm, with no indications of decline. Recent embargoes being removed via all roads, we look for more liberal receipts, but so far there is no increase.—Gilbert Plowman & Co.

BUFFALO LETTER.

New ear corn is coming in from the west.

The grain situation here is considerably mixed. Dealers think most prices are too high, besides being much out of line. State wheat is not less than four cents under No. 2 red, No. 1 northern spring is lower than No. 2 hard Kansas, corn is too high for oats.

The grain inspector's office reports a better condition of grain generally than was the case a month ago. There is considerable colored barley here, but oats and corn are in pretty good condition. Track receipts are liberal, though not nearly as large as they were a month ago. The season has been a very active one.

The canal is again doing its best, though with the fleet so small this is not much. It is said that there is ten times

as much grain offering by that route as can be taken. It happens that there is no hurry to move grain east now and the canal route is all that is needed. Wheat rates to New York have advanced to 4 cents.

The Curtiss barley and malting interest, which has been organized as the Niagara Malting Co., has begun the erection of a new malt house at Black Rock, the entire plant to cost \$125,000, the building alone to cost \$50,000. It will be ready for machinery next March. George J. Meyer is president of the company and Dr. A. M. Curtiss vice-president.

They are talking of an elevator blockade again. Cars are so terribly scarce that a steady increase of grain by lake will fill up the elevators very soon, and the increase is coming in all right. There was not fall grain enough last year to cause much delay, but the showing now is quite different. Grain is arriving as fast again as it did last month. Already the flour houses are running over, with next to no cars to relieve them.

It appears that there is not to be any winter elevator pool, as usual. The steel and wooden house owners never manage to agree on rates, for the steel house owners are very independent and say they have all the grain for winter that they want. They have a winter capacity of about 8,000,000 bus. and do not concede anything like that amount of room to the wooden elevators. It appears that there will be grain enough anyhow, though some understanding would facilitate handling.

Chief Grain Inspector Shanahan of the Chamber of Commerce read a paper at the recent State Millers convention on weighing and inspecting, in which he advocated exact inspection, but said no progress was made towards it, on account of local demands for something that favored home markets. His hints to millers on the weighing problem, balancing scales, leaks, mistakes and stealings were all valuable. He said the Duluth-Superior inspection complication was so far nullifying the efforts of the Wisconsin Inspection Commission to establish a square inspection of northwestern wheat. He had been receiving telegrams lately asking him to return to Superior, though he did not know what was proposed. A few days after the convention he made the trip and is still there.—J. C.

NORTH DAKOTA.

Langdon, N. D.—J. B. Boyd will build a 15,000-bu. elevator.

McKenzie, N. D.—The Victoria Elevator Co. is building an elevator.

Edgeley, N. D.—The Powers Elevator Co. will build an elevator next spring.

Stanley, N. D.—The Imperial Elevator Co. will build a 30,000-bu. elevator.

Crary, N. D.—The Minnesota & Western Elevator Co. is building an elevator.

Verona, N. D.—The Schmid & Anderson Grain Co. is building an elevator.

Brocket, N. D.—The State Bank is building a large grain warehouse.

Alice, N. D.—The Dakota Elevator Co. is building a 25,000-bu. annex to its elevator.

Driscoll, N. D.—The Simondson Elevator Co., of Minneapolis, will build a 20,000-bu. elevator.

Russell, N. D.—Work has been commenced on the elevator for the Farmers Elevator Co.

Kenmare, N. D.—The elevator for the Farmers Elevator Co. has been completed by G. T. Honstain.

Montpelier, N. D.—The Monarch Elevator Co. is repairing its old flat house and building on a storage and elevator addition.

Milton, N. D.—The elevator for the Minneapolis & Northern Elevator Co. has been completed and Aug. Peterson has been engaged as buyer.

Sarles, N. D.—Work will commence soon on the elevator for Oliver Knudson. Ed Ryall will manage the business and has removed to Sarles.

Mandan, N. D.—The Great Western Elevator Co. will build an elevator. Work will be commenced soon on the elevator for the Bingenheimer Lumber Co.

Page, N. D.—The elevator of the Cargill Elevator Co. burst recently from an overload of grain and about 1,000 bus. of wheat was let out on the ground.

Granville, N. D.—Wm. Needham, a workman on the new elevator for the Farmers Elevator Co., fell from the house recently and was severely injured.

Alfred, N. D.—The elevator for the Powers Elevator Co. has been completed. It is the first elevator on the Edgeley-Dawson extension of the Milwaukee Road.

Anamoose, N. D.—The elevator for Martin Hublou has been completed. A feature of the building is the depth of the grain tank which makes necessary but a very slight incline in the driveway.

Spiritwood, N. D.—Geo. Lutz has been appointed receiver for the Farmers Elevator Co. McCarthy Bros., of Duluth and Minneapolis, are the largest creditors. The liabilities of the company are understood to amount to between \$15,000 and \$18,000, with assets including \$7,000 worth of grain, about \$500 worth of coal, \$1,700 in cash and a building that cost \$5,500. R. E. Hull, of Fargo, is president of the company, which has been doing business up to the present time.

OHIO.

Ohio dealers meet Oct. 20 at Columbus.

Goodhope, O.—Geo. Moore has succeeded Gordin, Moore & Co.

Botkins, O.—Taylor & Marx are in the grain business at this point.

Canton, O.—Gehman & Shriver have succeeded Gehman, Lautzenheiser & Co.

Oxford, O.—D. C. Miller has sold the site of his elevator, which burned Sept. 13.

Dr. Gilliland, of Van Wert, has succeeded D. W. McMillen as secretary of the Western Ohio Grain Dealers Assn.

Antwerp, O.—The Farmers Grain Co., of Paulding, has succeeded Asa Smith. Wm. Green is president and J. W. Cyphers, superintendent.

Toledo.—The Toledo Grain & Milling Co. has increased its capital stock from \$30,000 to \$150,000. Extensive improvements will be made in the plant and the company will increase its business.

Delaware, O.—The elevator, operated by J. H. Main & Son burned Sept. 26, with 800 bus. of oats, 3 carloads of baled hay and some feed. Loss on stock, \$1,500; insurance, \$1,000. The building was not owned by Main & Son.

Marysville, O.—John C. Spurrier, of Pottersburg, has purchased for \$15,000 the elevator and mill of C. D. Perfect & Son. W. H. Perfect contemplates removing

to California with his family. Bert Perfect will take charge of the farm received in exchange.

The fall business meeting of the Ohio Grain Dealers Ass'n, which will be held at Columbus, O., Friday, Oct. 20, will be devoted to matters that are of real value to Ohio dealers. No regular program is contemplated, but it will be made a good live meeting.

Cincinnati, O.—A meeting of the creditors of Andrew Bender was held Sept. 29, but action was deferred until Mr. Bender has completed his itemized schedule of liabilities and assets. It is understood that the creditors are willing to accept 50% of their claims.

Cincinnati, O.—The Southern Grain Co. has purchased the hay warehouse of the Metzger-Hill Co., which has removed its offices to 307 Johnston building. The Southern Grain Co. expects to increase its receiving and shipping facilities, making a specialty of milling wheat.

Pittsburg, O.—The suit of Ammon & Dull against Ed. McCue has been decided in favor of the defendant. The plaintiffs purchased the eltr. of McCue about a year ago and they claimed that he then agreed not to engage in the grain business again at Pittsburg. He is now erecting an eltr.

Cleveland, O.—Abel Bros. are building a 20,000-bu. eltr. in connection with their hay warehouse and will install improved cleaning and elevating machinery. They are also increasing their hay storage capacity to 100 cars. The machinery is being installed in the eltr. by the C. O. Bartlett & Snow Co.

Cincinnati, O.—The judgment secured by the Chicago Board of Trade on June 13, restraining the Odell Commission Co., a bucket shop, from stealing the Board's quotations, has been set aside because of a failure to file the reply of the bucket shop in time and the case will have to be fought out in the Federal Court.

Tippecanoe City, O.—To overcome the arbitrary attempt by the C. H. & D. R. R. to force the routing of grain over its line or the payment of exorbitant local freights the merchants of this city have conferred with the Big Four R. R. with a view to having a spur of that line built to Tippecanoe City, which originates 4,000 full carloads of freight annually. If the shippers at other points along the C. H. & D. will arrange for the building of short lines to other roads perhaps the C. H. & D. will be forced to abandon its unjust rates on shipments east and west.

TOLEDO LETTER.

Climax, O.—D. M. White has sold his eltr. to S. McAninch & Son.

Harvey Wallace Applegate, one of the best looking and most pleasing ass't secys. the Produce Exchange has ever had, was married Oct. 4, to Miss Ruth Milmine, who is among the most highly esteemed of Toledo's young women.

A couple decades ago, against a season's business of handling ten million bus., there is not a million bus. of wheat handled now, and very little corn at all, and no oats. From the reports secured from the custom house, only 747,800 bus. have been shipped from Toledo by boat up to date (Oct. 6). Of corn for the season thus far, only 50,500 bus. were carried by boat from the port.

Moffitt, O.—The war is over. That is, the conflict that has been on here for the

past couple of months between H. W. Devore & Co., of Toledo, and Jasper Dukes and David Moffitt, two farmers of this locality, who have been conducting a "scooping" business. The Devores own the eltr. here, and have won out nicely, while it is said that the two farmers have lost considerable.

John Wickenheiser, who has been enjoying the distinction of being the only grain man in the city council, has had more honors heaped upon him. At the county Republican convention, which was held a week ago last Saturday, the highly esteemed grain merchant was nominated for county treasurer. And his chances for election are of the best, as Mr. Wickenheiser is considered as being one of the very best men ever elected to the city council.—H. D.

OKLAHOMA

Okarche, Okla.—The Home Grain Co. has purchased the eltr. of Hunter & Co.

Waukomis, Okla.—F. R. Lovell, who was agt. for Goltry & Son at Goltry, has nearly recovered from his accident at the eltr. on June 2, when he fell against the fly wheel of a 12-h. p. engine.

Douglas, Okla.—The firm of Hammer Bros. & Evans has been dissolved. J. Hammer is buying grain for Randels & Grubb and J. S. Evans is buying for Wirt & Lyons and handling feed and coal. O. R. Hammer has accepted a position with a local bank.

PENNSYLVANIA.

Washington, Pa.—The eltr. of Britt Hart burned Sept. 30.

Newton Hamilton, Pa.—The grain warehouse and stave sheds of Ewing Brow burned Sept. 24.

PHILADELPHIA LETTER.

Mrs. Jane E. Acheson the estimable widow of the late Secretary of the Commercial Exchange Armon D. Acheson, was buried in Woodlands on Tuesday, Oct. 3, having been in failing health since the death of her husband.

Hay and straw is arriving moderately and all of the better grades and strictly choice offerings fetch firmer values. \$15@15.50 are the extremes on Timothy hay and 12.50@13 for the best Clover Mixed, and 13.50@14 for No. 1 Straight Rye Straw.

The wheat market is fairly steady. No. 2 Red Contract ruling at 82 and 82½¢ per bushel, with rejected B as low as 72¢ for spot carlots in Export Elevator. Trading is of a rather indifferent character. The stock in Elevators and storage is only 209,522 bushels.

Feed is steadying up a little and demand is gradually improving with Winter and Spring bran in bulk and in sacks per ton realizing \$16.75@17.50. While prices are considerably lower than they were this time a year ago, the universal prediction among the feed men is "there's a good time coming just wait a little longer."

The best oats No. 2 white clipped is quoted from 33½@34¢ now having moved up steadily from 30¢. Common ungraded stock can be bought as low as 29¢ per bushel. The knowing ones predict an active later trade and believe oats will be desirable stock to handle. Trade has been somewhat quiet for the past two weeks.

Corn is beginning to arrive moderately from nearby points where the yield is reported to be satisfactory as well as the maturing, but there is not much of a local demand as yet. Export inquiry is increasing in a fair ratio. No. 2 yellow on track brought 61@61½¢ per bushel and No. 2 mixed contract was held at 57@57½¢ with spot car lots in Export Elevator at the same prices.

The squabble among the grain men over the Keystone Elevator and its system has about subsided. A jolly wag on 'change the other day made the significant remark that "he heard that the plant was to be converted into a cold storage establishment where some of the knowing members of the grain committee were to be 'put on ice' for future developments." This made some of the Keystone patrons smile, but when interrogated they answered, "we have nothing to say," and would neither affirm or deny the "soft impeachment."

The box car famine, particularly between the lake terminals, and Buffalo and Philadelphia is responsible for annoying delays to the Exporters here and a number of the regular trans-Atlantic steamers for London. Rotterdam have been compelled to wait overtime for corn cargoes from the West already arrived at Buffalo and notwithstanding the heavy crops, it is exceedingly difficult to gather enough corn together at this port to make a full cargo for any of the average sized tramp steamers. Large Export orders for grain have been booked, but the problem seems to be how to get the stock promptly to the seaboard.—S. R. E.

PITTSBURG LETTER.

Millfeed is very slow and prices remain about the same. Receipts of bran and middlings are plentiful.

Receipts of oat and wheat straw are moderate, as is also the demand. Rye straw is coming forward slowly, but there is some improvement in demand, which has occasioned a slight advance in quotations.

Not much demand for ear corn and quotations have been held up only by slack receipts, and the supply and demand about balance each other. No. 2 yellow is quoted at 63 and 64 cents. Dealers are receiving offers of new corn for Nov. shipment and the probability of a heavy crop is being considered in connection with the market.

The rye situation has gathered strength from the strong western markets. No. 1 northwestern is selling strong at 69½ to 70½ cents; No. 2 Michigan holding at 70 and 71 cents. Distillers are coming into the market in earnest and several round lots have been purchased. It is reported that a quantity of off grade rye is coming forward and this should be watched.

While the hay market is in very good condition as concerns No. 1 timothy, there has been no decided change in prices for 2 weeks. Receipts are moderate and there is a good demand for this quality. The ruling price for some time has been \$13.25 per ton and is apparently well established. No. 2 timothy holds close to No. 1 and commands \$12.75, being accepted freely by purchasers. Little attention is paid to lower grades unless the price is lowered to almost nothing, not being wanted and shipments at present will be unsatisfactory to the shipper. A fair demand is noticed for

good green clover, which brings \$9 to \$9.50, and heavy mixed, which brings \$9.50 to \$10 for No. 1 grades.

Shelled corn is very weak on account of the increasing weakness in the west. Local quotations are holding their own altho it looks as tho a decline must soon come. Demand is slow and receipts are ample. No. 2 yellow is listed at 60 to 60½ cents.

About 2 weeks ago activity in oats commenced and dealers complain only of the stiffness of the western prices, which interfere with profits. Prices have advanced and are strong. No. 2 white are quoted at 32½ to 33 cents, with one sale of a split car reported at 34 cents, which was unusual. Arrivals of better grades have been very light for some time and the trade will be driven to accept lower grades unless there is a better showing soon.—C. H.

SOUTH DAKOTA.

Yankton, S. D.—Eltrs are being built by the Atlas Eltr. Co. and the Hawkeye Eltr. Co.

Armour, S. D.—The Armour Roller Mills has let the contract for the erection of a 20,000-bu. steel storage tank. It will be 30 ft. in diameter and 35 ft. high, with a concrete foundation and will be divided into 4 bins of 5,000 bus. capacity each.

South Dakota grain dealers should not forget that the law of 1890 requires the posting in each licensed warehouse of the card giving the warehouse law and the grades, rules and regulations since adopted by the Railroad and Warehouse Commissioners of South Dakota.

Langford, S. D.—The Farmers Eltr. Co. is building a 27,000-bu. eltr. The building will be 33x40 ft., with 40-ft. cribs. It will have 11 bins and will be equipped with Fairbanks Scales and Gasoline Engine and Monitor Suction Cleaner. Fred J. Johnson has been employed to buy grain for the company.

SOUTHEAST.

Florida's feedstuffs law, which became effective Aug. 22, is said by the attorney of the Millers National Ass'n to be valid, being almost a copy of the North Carolina statute.

TENNESSEE.

Memphis, Tenn.—Hal H. Maury and W. D. Moon have been appointed as the grain quotations committee of the Merchants Exchange for Oct.

Memphis, Tenn.—The eltr. which is being built for the Patton-Hartfield Co. by Fred Friedline will be equipped with machinery furnished by the Kingsland-Kay-Cook Mfg. Co.

Memphis, Tenn.—The J. B. Edgar Grain Co. incorporated, \$10,000 capital stock, to conduct a general grain and storage warehouse business. Incorporators, T. B. Jones, V. L. Rogers, A. D. Taylor, J. B. Edgar and T. M. Scruggs.

NASHVILLE LETTER.

The Nashville Warehouse & Eltr. Co. is at present engaged in building an addition to its plant. When it is finished, the capacity will be raised to 250,000 bus.

G. P. Rose, of the firm of G. P. Rose & Co., and C. D. Rose are expected home from a tour of the continent within the next few days. On their journey they have visited a large part of the old country, and will doubtless have many interesting items to relate.

Murfreesboro, Tenn.—Great grief has been occasioned here and throughout many parts of the state over the death of Mrs. Octa Hale Sparks, in this city. Mrs. Sparks was a daughter of J. R. Hale, of the firm of J. R. Hale & Sons, grain dealers of Murfreesboro and Nashville, and was the wife of Mr. Jesse Sparks.

Trading for the past 2 weeks has been fairly satisfactory to dealers, and there has been a steady gain in the shipping demand. Since writing last, the cash market has experienced a much better tendency, and for the first week was high on both wheat and corn. Wheat last week rose to 91@92 cents in local carlots, which is an advance of several points over the market of the week before. Oats during that period also advanced ¼ to 1 point, the No. 2 mixed, No. 2 white and the clipped oats showing strength.

Trade for this week has everything considered been rather fair, especially so far as the local part is concerned, while the shipping demand has increased materially. Old corn is very scarce, but the sample of the new crop is said to be above the average, and confirms the assertion that this year's crop would be the best produced in the State for many years. The receipts of hay and grain have been rather heavy of late. This is taken by some as an evidence that there is considerable business floating about, as without some means of diminishing the stock, more storehouses would have to be built. None have been put up, and dealers who have been known to receive goodly supplies of grain, have a very depleted stock.—R. N. C.

TEXAS.

San Antonio, Tex.—H. Goldschmidt & Co., successors to Stein, Tyrrasch & Co., have gone out of the grain business.

Galveston, Tex.—The first vessel load of wheat to be taken from the Sunset Eltr. this season was by the Inchmaree, which loaded Sept. 27.

Galveston, Tex.—Grain exports for Sept. were 716,000 bus. of wheat but no corn; compared with 32,000 bus. of wheat and no corn for Sept., 1904, as reported by C. McD. Robinson, chief inspector of the Galveston Board of Trade.

Mineral Wells, Tex.—Secy. H. B. Dorsey of the Texas Ass'n is not improving as rapidly as he had expected and seems to be much discouraged by his condition. The doctor diagnoses his trouble as catarrh of the stomach. What he really needs is letters of encouragement from every dealer of the state and a check for dues six months in advance. We feel certain that every member of the Ass'n wishes for his speedy recovery.

The Standard Milling Co., of Houston, and other milling companies of the state have brot suit for an injunction to restrain the authorities from enforcing the pure stock food law, which was known as the McKamy bill. The suit is particularly in the interest of the rice millers but it also affects the manufacturers

of flour and other grain products. It is claimed that the constitution of the state furnished no lawful authority for the trespass of inspectors on private grounds, and it is also claimed that the law originated in the senate, whereas, it is a provision of the state statutes that all bills for revenue shall originate in the house of representatives.

TEXAS LETTER.

Ardmore, I. T.—The grain warehouse of Flatt, Davenport & Co. burned Oct. 2. Marshall, Tex.—Davis & Rosborough have opened up here in the grain business.

Brady, Tex.—Baker & Marsden is the name of a new firm in the grain business at Brady.

Leander, Tex.—A. J. Humble, a prominent miller and grain man of this town, died Oct. 1.—J. S. W.

WASHINGTON.

Huntsville, Wash.—Corbett Bros. will build another grain warehouse.

Riverside, Wash.—The Western Grain & Warehouse Co. incorporated, \$20,000 capital stock.

St. John, Wash.—Balfour, Guthrie & Co. are building a 125-ft. addition to their grain warehouse.

Anatone, Wash.—A company has been organized to build and operate a 50-barrel mill and grain warehouse, with capacity for several thousand sacks of grain. The plant is expected to be in operation by Jan. 1. The officers of the company are: D. A. McIntosh, pres.; Ben Flock, vice-pres.; L. B. Mitchell, secy.; F. M. Hinkley, treas.; Jacob Stuckey, general mgr.

Spokane, Wash.—The judgment ordering a new trial in the damage suit of Emil Larson against the American Bridge Co. and the Centennial Mill Co. has been reversed and the case ordered dismissed. Larson was hurt during the construction of a steel eltr. for the mill company and sued for damages. The Supreme Court decided that proofs showed that the plaintiff was working for an independent contracting firm.

WISCONSIN.

Ixonia, Wis.—The eltr. of H. C. Humphrey burned Oct. 2. Loss, \$3,000; nearly covered by insurance.

Superior, Wis.—Wm. Johnson was severely injured Sept. 24 at the Great Northern Eltr. by getting his foot caught in the car puller, which crushed it.

Superior, Wis.—Increase of the assessment of the grain eltrs. and mills from \$1,332,000 to the actual value of \$17,333,000 is asked in a petition which is being generally signed.

Suring, Wis.—Alphonse Pierre, who with P. Lingelbach own the Daniels eltr., contemplates opening the house this season. The business men of Suring are trying to induce him to move the house nearer the business portion of the town.

Alma, Wis.—The eltr. of the R. E. Jones Co., of Wabasha, Minn., burned Sept. 24 with 500 bus. of barley. Loss, \$6,000. The house will be rebuilt at once and it is expected to be ready for grain by Nov. 1. The eltr. was formerly owned by Paul Huefner, who recently sold his line of houses to the R. E. Jones Co.

Superior, Wis.—Six boys were arrested Sept. 30 on warrants sworn out by officials of the N. P. Ry. The charge was sweeping wheat from cars on the side tracks of the railroad company. They all pleaded guilty, said they did not know it was against the law and that they were getting it for their chickens. The officials threaten to send all boys to jail as they are determined to break up the practice.

Superior, Wis.—A. D. Thompson, lessee of the Great Northern Railroad Eltr., has been granted an order by Court Commissioner Fridley restraining the Wisconsin Grain & Warehouse Commission from interfering with the handling of grain at the Great Northern Eltrs. and several of the mills, on the ground that he is operating the eltrs. as private houses and the inspectors have no authority to invade his premises.

Superior, Wis.—M. F. Swanston, North Dakota member of the Wisconsin Grain & Warehouse Commission, says: There is little doubt in my mind that the co-operative organization of farmers now in existence in the Dakotas will eventually build a terminal eltr. or eltrs. at the head of the lakes and that the location will be in Superior. With their own eltr. the farmers will be free to do as they choose and will give an even stronger support to Wisconsin inspection.

Superior, Wis.—At a special meeting of the Superior Board of Trade Oct. 4 new directors were elected as follows: Charles A. Erhart to fill the unexpired term of Frank R. Crumpton, resigned; M. C. Wright, to fill the unexpired term of Byron Kimball, resigned; A. N. Lent, to fill the unexpired term of A. McGuire, resigned, and T. J. Solon, to fill the unexpired term of G. L. Hicks, resigned. With the exception of Mr. Kimball, chief weighmaster, all of the directors who resigned did so for the purpose of strengthening their business connections with the Duluth Board of Trade.

Superior, Wis.—All grain arriving in the yards at Superior, hundreds of cars daily, are being inspected by the Superior Grain Inspection Dept. The entire inspection force is kept very busy. It is believed that litigation will follow when the fees are collected. The law provides that "The charge for the inspection and weighing of grain under the provisions of this act shall constitute a lien on grain so inspected, or weighed, and whenever such grain is in transit the said charges shall be treated as advanced charges to be paid by the common carrier in whose possession the same is at the time of the inspection."

Superior, Wis.—C. F. Staples, Minnesota Railroad and Warehouse Commissioner, in order to avoid conflict with the Wisconsin Grain Inspection Dept., has instructed the Minnesota inspectors to inspect the cargoes of vessels loaded at Superior eltrs. only after the boats have steamed over to Duluth or into neutral waters. As it is almost impossible to inspect a cargo after it has been bulked in the hold of a vessel this plan is very unsatisfactory to all concerned, but it is the best the Minnesota officials can do legally for those who desire Minnesota inspection.

Superior, Wis.—Superior city police are watching all the eltrs. and mills to arrest any man they catch in the act of probing into cars of grain or taking samples, and also are on the alert to seize any Minne-

sota officials found on the docks where boats are loaded with grain. Russell Gray was taken in the act of inspecting grain being loaded into the steamer Hefelfinger at Great Northern Eltr. A and arraigned in the municipal court. Gray was discharged from the Minnesota dept. 3 weeks ago when the Minnesota Dept. discontinued inspection at Superior and his services were no longer needed. Chas. H. Newcomb was arrested at Terminal Eltr. K for sampling grain being loaded into the steamer Turret Cape, and released in \$100 bail. Newcomb is said to be in the employ of the Cargill Eltr. Co. E. A. Pugh, who conducts a private grain sampling bureau at Duluth, has been notified that his men will be arrested if they attempt to take samples in Superior. District Atty. Foley on the afternoon of Oct. 3 summoned Supt. A. D. Clark of the Great Northern Eltrs. and two of his assistants, who testified that samples of the grain loaded into boats are taken by the eltr. employes themselves for Mr. Thompson for the purpose of protecting him as owner of the grain; that the boats are then taken to Duluth and inspection made in that harbor.

Superior, Wis.—With a desire to keep out of the grain inspection fight, the Northern Pacific road has issued the following circular to agents: Circular No. 307. Supersedes Nos. 271 and 305. To agents and Grain Shippers: Effective at once, the following rules will apply to grain billed to Lake Superior terminals: Any grain on which shippers desire to get benefit of Minnesota inspection and optional delivery at Duluth, Superior or Nettleton Avenue (Superior), should be consigned and billed to Duluth for orders, and after inspection at that point, reconsigning orders will be accepted, forwarding to mills or eltrs. on tracks of this company at Duluth, Superior or Nettleton Avenue (Superior) without additional switching charges. When Wisconsin inspection is wanted, grain should be consigned and billed to Superior, and after inspection at that point it will be switched free to mills or eltrs. on tracks of this company at Duluth, Superior or Nettleton Avenue (Superior). It will be understood that the consigned destination of the grain determines the inspection wanted; therefore, grain billed to Superior will not be set out at Duluth for inspection, and grain billed to Duluth will not be set out at Superior for inspection. A careful observance of these rules will avoid extra shipping expense at the terminals. J. B. Baird, General Freight Agent.

MILWAUKEE LETTER.

Trades here are awaiting with no little concern the action of the Chicago Board of Trade in regard to brokerage charges. Should the rates be advanced, similar action will be taken by the Milwaukee exchange.

Rye has re-acted from the extreme figures recently reached, but shows a tendency to advance again, and the present seems to be a good time to start shipments this way. Flax is steady at current quotations. Other field seeds are in only fair request.

Receipts of wheat from the northwest continue very light for this season of the year, when the market is usually flooded with grain of all kinds. An active demand exists, therefore, for sound, dry, milling samples and much more than is offering could be placed at relatively good prices. Tough, blighted or smutty wheat

sells no better than heretofore, altho receivers are able to work off each day's arrivals at pretty fair figures, quality considered, and any large accumulations on track have thus far been prevented.

Choice Wisconsin, Minnesota, Iowa and South Dakota barley now commands a ready sale at comparatively high prices, and dealers who have not been consigning of late will find it to their benefit to send in samples for quotations. The lower grades of malting barley also find ready buyers, and feed barley is being taken in considerable quantity, both for eastern shipment and export. It should be remembered by western dealers that the better quality of barley which is sold for "feed" on track bids can be disposed of here as "low-malting," thereby netting the shipper several cents more.

The large volume of macaroni wheat, which has been reported to have been placed for export this season, particularly in Germany, has passed to the seaboard by routes other than through Milwaukee. One or two of the commission firms here have tried to encourage trading in this commodity, so that the market might have its share of the business, but only one shipping house has thus far done very much with it. It is probable, however, that before the end of the year the buying of the despised wheat will become more general here, for there is said to be "good money" in this trade.

Cargoes of grain sent down the lakes from Milwaukee this fall have thus far not run much above 100,000 bus., but boats of larger capacity are now being brought into service, and before the close of navigation some very sizable loads will go forward. The difficulty in securing return cargoes at Buffalo for the heavier steamers is said to have been one of the reasons for keeping them out of the trade, but another may be found in the unusually light movement of grain from the centers of production, which has prevented eltr. men from getting together more than a small cargo of uniform quality to fill out each shipment.

The state of Wisconsin will undoubtedly recover approximately one million dollars for arrears in taxes on gross earnings, paid out in the form of rebates, which the railroad companies of this state have failed to include in their annual reports. This is a salutary lesson for common carriers who have been favoring certain shippers at the expense of others, and it cannot fail to have an important effect upon the matter of rebates wherever that practice is still followed. The Wisconsin District Court decided that the railroad companies must disclose all receipts from the operation of their lines during the past twenty years, the statute of limitations being without effect in this case.

Another car shortage threatens to develop throughout the northwest, but the lines entering this city are now in a better position than ever before to take care of a heavy movement of traffic, and it is confidently believed by freight officials that never again will there be the congestions which have heretofore occurred in this territory. Milwaukee's terminal facilities, so far as the railroad switching districts are concerned, could hardly be in better shape, and with the slow movement of wheat from the West it is not probable that there will be any serious delays in effecting deliveries. Coarse grains have never caused the trouble that wheat has in this respect.

The cash oats market continues firm, under the influence of light receipts, and prices have followed the upward trend of options. Choice samples suitable for the local feed trade are particularly wanted, but all grades sell readily at quotations. The little corn there is coming is placed to excellent advantage and a comparison of prices with those ruling elsewhere will show up well for this market.

Not much is heard here nowadays of reciprocal demurrage, but its adherents are still keeping up the agitations for it in a quiet way, and by the time another legislature is in session the movement will have gathered considerable strength. It seems thus far to have been stronger at interior points of the state than in this city, where receivers have not found themselves very harshly treated by the local car-service officials. In fact, every effort has been made by Mgr. Clapp of the Wisconsin Ass'n to avoid giving any cause for complaint and the rules of the railroad companies have not been unreasonably enforced. Despite this, however, grain men generally favor reciprocal demurrage as a matter of common justice.

A great deal of interest is being taken here in the coming Interstate Commerce Law Convention, and the Chamber of Commerce has appointed four delegates, viz.: F. H. Magdeburg, E. C. Wall, Frank Vance and E. P. Bacon. Wallace M. Bell, who usually represents the local Exchange at such gatherings, is unable to attend this one, much to the regret of many members, but the delegation is regarded as a strong one. Secy. M. B. Potter will attend for the Wisconsin Grain Dealers' Ass'n and the Merchants & Manufacturers' Ass'n and the Milwaukee Millers' Ass'n also expect to be represented. A large number of organizations in various parts of the country have signified their intention of participating in this convention, and it promises to be the most largely attended and enthusiastic gathering of the kind that has ever been held.—C. T.

Nastiness at Conventions.

"I think it's time to kick against a thing which seems to be getting more and more common at conventions. What I refer to is that feature of the entertainment program known as 'hot stuff,' by which I mean one of those 'for men only' affairs where somebody comes out and talks, sings or dances in a way that is deliberately and purposely nasty. I don't think that sort of stuff is what the majority want.

"The minority who do want it are perfectly able to go out and buy it, and I, for one, think it would be a good deal better to let them buy it than to recognize their low-down tastes by providing an evening of nastiness under the pretense of a 'smoker.' It doesn't look well to bring our wives and daughters with us, as we are urged to do, and then leave them at the hotel while we go off and indulge in a kind of amusement which we should be ashamed to even mention in their presence. I don't object to a dash of vaudeville in a program, but let it be decent vaudeville so that our ladies may enjoy it with us, or at least so that men who don't care for nastiness needn't be compelled to choose between enduring it and leaving the hall."—From the *Roller Mill*.

Supreme Court Decisions

Railroads have no legal right to graduate their charges in proportion to the prosperity which attends industries whose products they transport.—*Tift v. Southern Ry. Co.* Circuit Court, W. D. Georgia. 138 Fed. 753.

Where a contract by its terms is to be performed on a day named, both parties have the whole of the business day in which to tender performance.—*Brauer v. Macbeth.* Circuit Court of Appeals, Second Circuit. 138 Fed. 977.

A contract of shipment, intended to limit a common carrier's common-law liability, should be construed strictly against the carrier.—*Galloway v. Erie R. Co.* Supreme Court of New York, Appellate Div. 95 N. Y. Supp. 17.

A ship has the burden of explaining the cause of damage to cargo shown to have been received in good condition to relieve itself from liability for such damage.—*The La Kroma.* District Court, E. D. Pennsylvania. 138 Fed. 936.

Where there is sufficient evidence to sustain an award as to value it is not open to attack, though the valuation be inaccurate, unless so grossly erroneous as to indicate bad faith or other grounds to set the award aside.—*Niagara Fire Ins. Co. v. Boon.* Supreme Court of Arkansas. 88 S. W. 915.

In an action to recover for damage to cargo from leakage of the vessel, evidence that directions as to the manner of loading were given the agents of the vessel by libellant, which directions were not followed, was competent.—*Donaldson v. J. W. Perry Co.* Circuit Court of Appeals, Fourth Circuit. 138 Fed. 643.

A true rebilling rate is one in which goods received in unbroken car load lots over one line of railway can be rebilled over the same or another line, completing one continuous trip, simply changing the consignee, and altering the destination of the identical shipment, without unloading.—*Alabama & V. Ry. Co. v. Railroad Commission of Mississippi.* Supreme Court of Mississippi. 38 South. 356.

Code Civ. Proc. § 1856, provides that, where the terms of an agreement have been reduced to writing, no evidence of the agreement other than the writing may be given, except in case of mistake or imperfection put in issue by the pleadings. By Civ. Code, §§ 1753, 1754, one who sells personal property must deliver it to the buyer within a reasonable time after demand, and it is deliverable at the place where it is at the time of the sale or agreement to sell, or, if it is not then in existence, it is deliverable at the place where purchased. A contract of sale recited the purchase of "500 sax Bayo, more or less, at \$3.50 per 100; 500 sax peas, more or less, at \$2.95 per 100; 350 sax pinks, more or less, at \$2.70 per 100; net on bank of river." Held, that parol evidence was not admissible to show that the sale was one by sample, on the theory that it was ap-

parent from the face of the agreement that it was only intended to be an informal memorandum, in that it failed to state the time or place of delivery of the beans. It was proper to admit parol evidence to show that "Bayo" meant a variety of beans known as "Bayous" and that "per 100" meant "per hundred pounds."—*Gardiner v. McDonogh.* Supreme Court of California. 81 Pac. 964.

A complaint in an action against a railway company for failure to furnish cars which alleges that property was tendered for shipment and that cars were demanded in a certain month is sufficiently definite as to the time when the demands were made, where the stations were small, so that the company might ascertain whether such was the fact.—*Choctaw, O. & G. Ry. Co. v. Rolfe.* Supreme Court of Arkansas. 88 S. W. 870.

Where a contract was for the sale of different varieties of beans at different prices, and the sale was by sample, the seller having acquiesced in the rejection of all the beans, and not having insisted that the contract was severable and not subject to rescission because some of the varieties were not according to sample, he could not subsequently insist on it; nor could the purchaser subsequently conclude to take all the beans.—*Gardiner v. McDonogh.* Supreme Court of California. 81 Pac. 964.

In an agreement to sell and ship property to a distant point, where no express provision is made for a delivery of the property, the fact that the seller was to pay the freight and furnish the property at the destination for a specified price without cost to the buyer is some evidence tending to prove an agreement to deliver the property at that place, and that the title was not intended to pass until delivery was made.—*Hunter Bros. Milling Co. v. Kramer Bros.* Supreme Court of Kansas. 80 Pac. 963.

The fact that the ultimate object of a combination is to benefit the parties thereto in their business or property, which is in itself lawful, will not prevent such combination from being an unlawful conspiracy, where its immediate object and purpose is to injure or destroy the business of another by means of a boycott; nor is such combination rendered lawful because the acts contemplated and done pursuant thereto might lawfully be done by an individual acting for himself alone.—*Loewe v. California State Federation of Labor.* Circuit Court N. D. California. 139 Fed. 71.

A contract for the sale of a machine provided that, if it did not work well, the seller should be notified and given an opportunity to send experts to remedy the defects; failing in which, the buyer might return the machine. The machine failed to work, but the seller's agents worked for some time to fix it, thereby waiving a requirement of the contract that notice in writing should be given as a condition precedent to liability of the seller on a warranty. Held, that the buyer was entitled to return the machine within a reasonable time after the seller's agents ceased their efforts to make it work, and was not restricted to an action for damages for breach of the warranty.—*First Nat. Bank v. Dutcher.* Supreme Court of Iowa. 104 N. W. 497.

Supply Trade

"Ask and ye shall receive"—advertise and you will get the business.—Printers' Ink.

The Winona Fire Insurance Co., of Minneapolis, Minn., is writing surplus lines on grain at Chicago and other points thru the office of L. H. Gosline.

If you invest your advertising appropriation in postage, be careful not to waste it on a list of dead firms. The Grain Dealers Journal goes to live ones in business today.

The Kingsland-Kay-Cook Mfg. Co., of St. Louis, Mo., reports business excellent. The Company's shops are running overtime to fill orders, and this month of October promises to be their banner month of the year.

Fairbanks, Morse & Co. will establish a branch for the sale of Fairbanks Scales and Fairbanks-Morse Gasoline Engines at Spokane, Wash. William Pullen, late of Indianapolis, Ind., will have charge of the office, warehouse and salesrooms.

The Barnett & Record Co., of Minneapolis, Minn., has received a contract to erect 18 grain storage tanks of tile construction, to have a capacity of 600,000 bus., and a working house of brick and steel, for the Wm. J. Lemp Brewing Co., of St. Louis, Mo.

In the suit between Ben Steele and the Hart Grain Weigher Co., of Peoria, Ill., regarding the grain weigher patent, the commissioner of patents at Washington has decided that priority of patent belongs to one Harrison, who sold his rights to the defendant Hart Co.

The Strong & Northway Mfg. Co., of Minneapolis, Minn., will erect a machine shop 66x150 ft., 3 stories high, of reinforced concrete. The new building will cost \$50,000, and will be one of the most complete machine shops in the northwest. Since the company was reorganized in 1896 its business has grown steadily until its present quarters on Third Avenue South are too small.

The Foos Gas Engine Co., of Springfield, O., has just issued a new catalog, No. 16, illustrating and describing the Foos Gas and Gasoline Engines. The merits of the patent wipe spark electric igniter, vertical poppet valve, counterbalance weights in the form of discs, geared governor of the centrifugal, fly-ball type and substantial workmanship are fully explained. Beside illustrations of engines and details of parts the book contains seven full page engravings showing views in the shops, said to be one of the largest gas engine plants in the world. Readers of the Grain Dealers Journal will be sent copies of the catalog on application to the company.

The Hess Warming & Ventilating Co., of Chicago, Ill., has received a rush order from the Chesapeake & Ohio Railroad for a large Hess Drying and Cooling Equipment for its export elevator at Newport News, Va., and the installation will be completed early in November. This is the third drying plant under construction at Atlantic ports, and negotiations are progressing for the placing of others. The call for driers is unprecedented and the Hess Warming & Ventilating Co. is working night and day to complete contracts. The recent demonstration by the Dept. of Agri. of the efficiency of the Hess Drier in expelling garlic from wheat has given a fresh impetus to the demand for these machines.

Cement Block Circular Bin.

An example of cement construction adapted to farm storage bins is illustrated in the engravings herewith, showing the silo complete and the method of fastening the blocks together.

The silo is 29 ft. in height and 16 ft. in diameter and is built of cement blocks

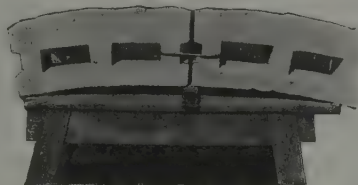


Cement Silo.

having an ornamental face and molded to the desired curve. Such a wall is air and water tight, and shud prove sufficiently strong to resist the pressure of ensilage, which is a fibrous material, the weight of which will rest mainly on the bottom of the tank.

For grain, however, the method of tying the blocks together wud result in a structure too weak to resist the lateral stress. A grain storage tank so built, if carried up to the height common with grain bins, wud surely burst and collapse.

The single iron fastener tying two adjoining blocks, as shown in the engraving, is insufficient, and a weakness in any



End View of Cement Blocks and Method of Applying Iron Fasteners.

one of the dozen or more such fasteners in a single course of blocks robs that course of its entire strength. Approved block construction of bins provides for embedding in the cement of a steel rod or several steel wires completely encircling the wall, whereby the cement is called upon to furnish little or none of the tensile strength. We are indebted to *Popular Mechanics* for the engravings.

Independent and trust distillers have agreed on a 1-cent advance, making the price of spirits \$1.30.

Security Envelope Co.'s

Metal Clasp Flour and Grain Envelopes

Best on the Market

More of this style used than all others combined. Write us for prices.

MINNEAPOLIS, MINN.

COAL FOR DEALERS

IS OUR SPECIALTY

Genuine Plymouth
Mt. Pelee 4-inch lump
Ideal Brazil Block
Silver Leaf Hocking
Smokeless, "any size"

ORDERS FILLED PROMPTLY
WRITE US

OHIO & MICHIGAN COAL CO.
MAIN OFFICE
DETROIT, MICH.

COOLING WATER

in your water jacket will not freeze, nor the jackets crack if you mix our

CALCIUM CHLORIDE

with it in the proper proportions.

Its use obviates all worry and makes it unnecessary to drain water every night as freezing is not necessary.

No evaporation; no sediment.

WRITE FOR FULL PARTICULARS

JAMES H. RHODES & CO.
117 Michigan Street . . . Chicago, Ill.

Corn Crib Ventilator.

The storage of any considerable quantity of new ear corn in one bulk is so well understood to be a prime cause of decay that all cribs are perforce built narrow at great expense for additional lumber. A method of preventing the stagnation of damp air and the consequent fermentation and decay in the middle of the mass has been devised by N. S. Beale, of Tama, Ia. By the use of his crib ventilators cribs of almost any size may be used without fear that the grain will go out of condition.

Ventilation is the means relied upon by Mr. Beale to prevent rotting of corn in cribs. After making a close study of methods of ventilating cribs during his long experience as a grain shipper Mr. Beale has designed the ventilators illustrated in the engravings herewith.

Benefits innumerable are derived from this invention. Corn cribs can be built any width by putting in more ventilators; a 16 to 18-ft. crib with two ventilators would permit the sides to be tight, using ship lap or drop siding and thus could be used for small grain as well as for ear corn. The joists can be done away with entirely, thereby saving material and labor, also increasing the capacity of the crib. The wider cribs will withstand storms and high winds.

Corn will season better because less of it is exposed to the elements and has a continual draft thru it. About 33 per cent of material is saved, and the ventilators can be built of short material, especially remnants of old cribs. Corn can be cribbed from 1 to 2 weeks earlier by using these ventilators, and the corn will dry out perfectly.

For use in cribs already built Mr. Beale has designed the movable ventilators shown in Fig. 1, the ventilator at the right being single and used for small cribs. For larger cribs in which the corn is deeper, a double ventilator like the one at the left, shud be used. The sticks, A, are 2x4, 30 in. long; the standards, B, 2x4, 3 ft. 9 in.; the covering boards, C, 1x6, 7 ft. long. A space of from 1 to 2

in. shud be left between the covering boards at the top. Any old boards can be used in making these ventilators; they simply stand in the crib, and need not be nailed, as the weight of the corn holds them solid. When put in place the ends of the ventilators shud be set close together, thus making a continuous air chamber thru the crib.

The ventilator is shown in place in Fig. 2, a fotograf of a crib with the side and end boards removed, and one panel of the ventilators, 12, taken out and leaning against the end. In erecting this ventilator it is necessary to have a stringer, 2,

under the floor to support the panels. The panels are boarded to within 3 ft. of the floor to facilitate the removal of the corn, for, if the crib be opened opposite No. 14, the panel can soon be removed and the others taken out as soon as necessary.

An end view of a 16x24 crib is given in Fig. 3, with the end boards cut out to show position of ventilator.

An enlarged end view of the ventilator as erected is shown in Fig. 4. The panels are notched and slip under the 2x8's, which are mortised into the post on each side.

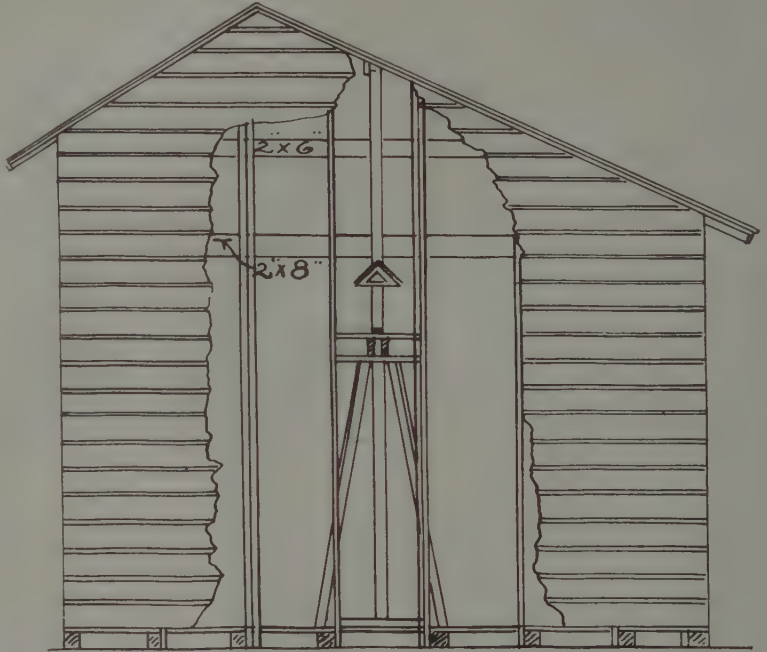


Fig. 3. End View of Crib Showing Position of Ventilator.

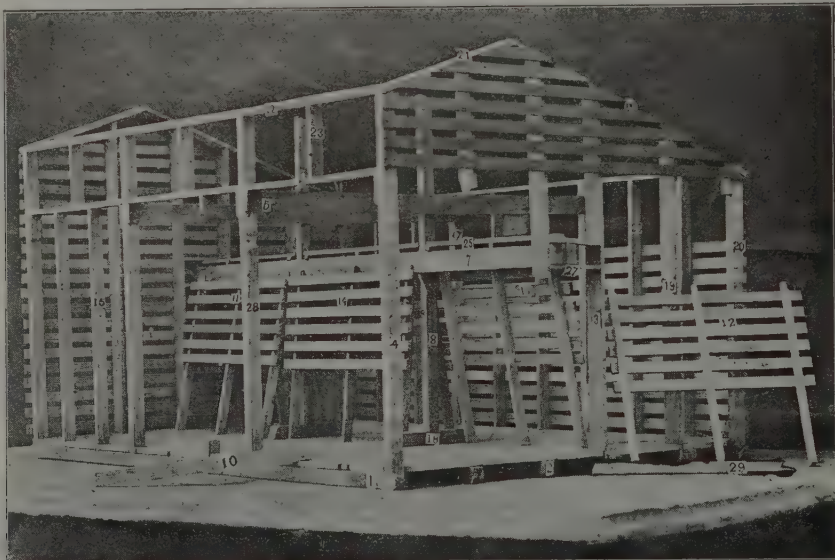


Fig. 2. View with Side and End Boards and One Panel of the Ventilators Removed from Crib.



Fig. 1. Single and Double Ventilators for Corn Crib.



Cover's Dust Protector
 Rubber Protector, \$2.00
 Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.
H. S. COVER
 124 Perley St., South Bend, Ind.

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will carry your samples of Grain, Seeds and Flour safely to destination. The best envelope made, costs no more than others.
 WRITE FOR SAMPLES AND PRICES

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The Minster Machine Company, Minster, Ohio

Mfrs. of the Minster Friction Clutch Pulley; Friction Cut Off Couplings; Friction Clutches with extended sleeve, to which wood split pulleys, sprockets, gears, etc., can be attached. Catalog and prices on application.

Purifying Grain

Has Come to Stay

Our best grain handlers recognize this fact, and are preparing themselves for the inevitable by installing our

Purifying System

and thus fortifying themselves against competition and picking the plumbs the other fellow cannot reach. There are too many stained oats in this year's crop to permit of fair margins without purifying. Write us for descriptive booklet and samples. It's worth your while.

Caldwell & Barr

Earl Park, Indiana

GRAIN RECEIVING LEDGER FORM 43

Is designed for use by grain buyers who keep individual accounts and is ruled for facts regarding wagon loads received from farmers. Each book contains 200 pages and each page is ruled for records of 42 wagon loads. The pages are numbered and a good index is bound in front part of book. Each page can be used for one or more accounts as desired.

The pages are 8 1/4 x 13 3/4 inches and ruled with column headings as follows: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks. The paper used is heavy linen ledger, bound in heavy cloth half Russia.

Price \$2.00

Grain Dealers Company

255 La Salle Street CHICAGO, ILL.

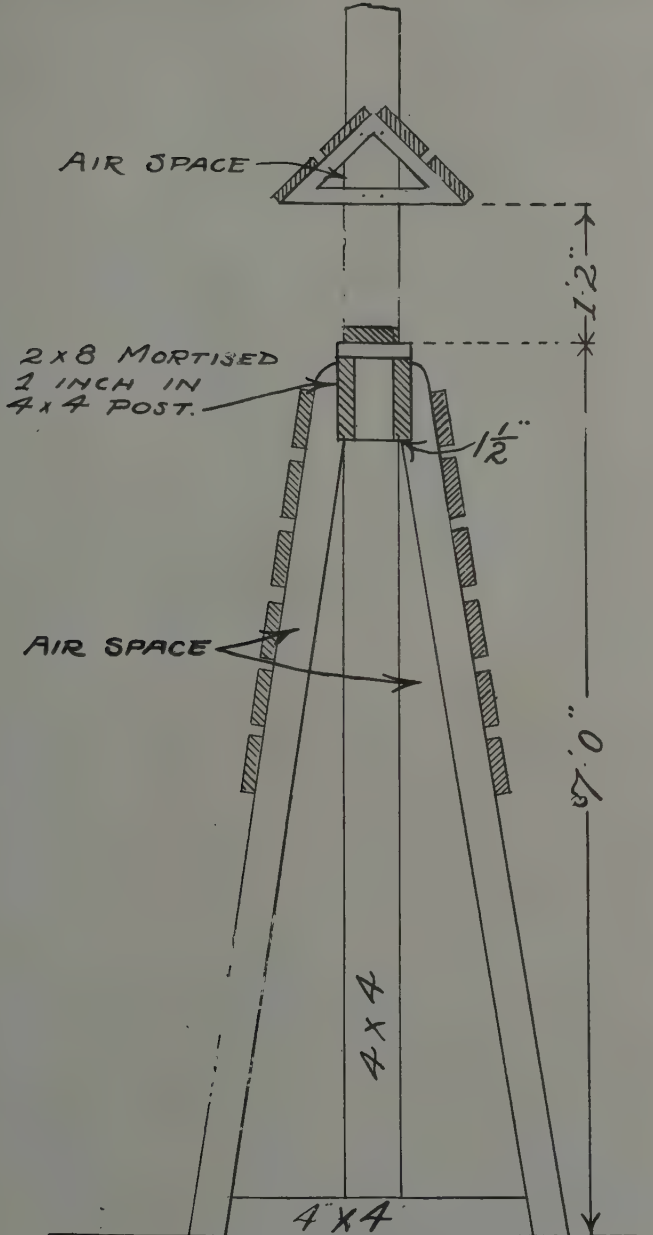


Fig. 4. Enlarged View of Corn Crib Ventilator.

Grain Carriers

For the first time this season the Welland Canal is open Sunday.

A car shortage is making itself felt in the northwest as well as elsewhere.

Grain movement by lake from Chicago is expected to be very heavy during October and November.

One or two boats will be built by the Canadian Pacific for the growing traffic out of Fort William.

It is reported that the engagements of ocean freight room for grain are the heaviest since the Leiter deal in 1898.

Many traffic officials favor the publication of elevator allowances, believing that the law really requires such publication.

Pres. E. P. Bacon has called a meeting of the Interstate Commerce Ass'n to be held Oct. 26 at the Auditorium, Chicago.

About 8,000 bus. of the oats cargo of the barge Minnedosa was damaged by water in the September storm on Lake Superior.

A hearing of complaints against private car lines will be given by the Interstate Commerce Commission Oct. 18 at Chicago.

Right of way for the Des Moines Short Line has been secured as far as Mason City, Ia., and construction will begin in the spring.

Work is progressing rapidly on the 52-mi. extension of the C., B. & Q. from Centralia to Herron, Ill., which is to be completed by Dec. 1.

Quick time was made with a cargo of wheat by the steamer Rosemount leaving Fort William at midnight, Sept. 18, and arriving at Montreal Sept. 26.

Orders for the building of 2 steamers of record-breaking length have been placed by the steel trust. The boats are to be 600 ft. long and will carry 460,000 bus. of wheat.

Construction has begun at Boissevain, Man., on the Brandon, Saskatchewan & Hudson's Bay Railway, which it is alleged will form a part of the Great Northern system.

A wheat train was wrecked recently at Westport, Minn., 12 cars of the Soo Line being thrown into the ditch and others piled along the track, where they remained 30 hours.

The steamship Hero has been chartered to take one of the largest cargoes of grain shipped from Canada out of Montreal in November. The boat will load about 250,000 bus.

Grading between Eldorado and Emporia, Kan., 63 mi. has been finished; and the 146 mi. of the Kansas City, Mexico & Orient between Wichita and Canton, Okla., is in operation.

Pres. Underwood of the Erie Railroad announced Sept. 30 that the name Great Central would be dropped, and the recently acquired Pere Marquette and C., H. & D. lines will be known as the Erie. By the purchase of the C., H.

& D. the Erie is extended as far west as Springfield, Ill.

J. C. Smith has wired Fort William vessel agents that the elevator at Point Edward, Ont., has "no room for any grain other than what comes by Northern Navigation Co.'s boats."

Joseph W. Fifer has resigned from the Interstate Commerce Commission, his resignation to take effect Jan. 1. Rumor has it that the entire commission with the exception of Chairman Knapp will resign.

The Seneca Grain Co. has chartered Wallace's fleet of canal boats to ship grain from Stockdale, Ill., because the elevator is filled to its utmost capacity and the Rock Island System is unable to furnish cars.

The largest cargo of grain shipped from Chicago was cleared from the Calumet River Sept. 29 on the steamer Geo. H. Russell. The load consisted of 235,000 bus. corn and 58,000 bus. barley, aggregating 7,972 tons.

The Upper Mississippi River Improvement Ass'n meets at LaCrosse, Wis., Oct. 10 and 11. It is rumored that a Pittsburg company contemplates the building of 10 steel steamers to inaugurate a grain and flour shipping trade with Minneapolis as the head of navigation.

The steamer F. M. Osborne, which recently stranded at Little Point Sable, while en route to Buffalo with 236,000 bus. of corn, sprung a leak and damaged half the cargo, of which 12,000 bus. was thrown overboard before the boat could be pulled off by the tug Welcome.

The uniform bill of lading committee has agreed on a bill of lading to be presented at a meeting of shippers and railroad representatives to be held Oct. 30 at Hot Springs, Chicago or Atlantic City. The Illinois Manufacturers Ass'n will resist any waiver of the railroads' common law liability.

On his return to Washington Pres. Roosevelt has begun anew a discussion of the railway rate problem. To several senators who visited him Oct. 2 Pres. Roosevelt made it clear that he was in the railway rate regulation fight to stay. The Pres. has practically prepared that part of his annual message to Congress relating to railroad rates.

Pressure of traffic is still crowding the Canadian Pacific, which in a short time has practically doubled its capacity for handling crops. Sir Thomas Shaughnessy, pres. of the road, says that out in the Crow's Nest country this fall it was found that 2,000,000 bus. of wheat were raised in a section which was believed incapable of raising any.

Pacific Coast millers will petition the Interstate Commerce Commission for a rehearing of the decision reducing the differential against corn meal to 5 cents. Coast millers claim that they can not buy corn and grind it at a profit in competition with Missouri River millers with a rate on meal only 5 cents per 100 pounds higher than the rate on corn.

"The present law requires the publication of schedules in such a form that any man can read and understand them. It is not done. If the present schedules are not plain it is the duty of the interstate commerce commission to prescribe a form and compel the railroads to adopt

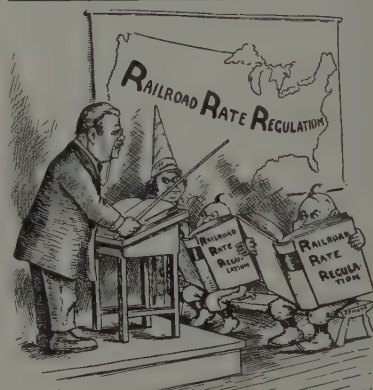
it. Neither the commission nor the railroads have been obeying the law in this respect." — A. B. Stickney, pres. Great Western.

With grain pouring into Fort William elevators by the trainload it seems that the vessel owners need only to wait to obtain their demands for 2 cents to Georgian Bay ports, with a further advance to 2½ cents on Oct. 15. A movement is on foot to ask the Dominion Government to temporarily suspend the navigation law which prohibits U. S. vessels from entering the Canadian trade, on the ground that Canadian boats are too few to transport the big crop.

Transportation of flour at the same rates as wheat is the object of an agitation which has been started by the millers, who lose sight of the principle that the more valuable commodity should pay a higher rate. Flour is worth 50 per cent more than wheat, per 100 pounds. Moreover the manufacture of the wheat into flour reduces the weight to be transported 25 per cent, giving the railroad that much less business. Fairness to the grain shipper requires that the rate on flour be about 25 per cent higher than on wheat.

Pres. A. B. Stickney of the Great Western states that it is entirely possible to construct a tariff mathematically. "It could be done easily by adding to the terminal expenses and the special burdens on each class of shipments constant quantities for cost of hauling which would be equitable and satisfactory both to the railroads and shippers. A schedule made in this way could be easily understood by any man with ordinary intelligence, while the present schedules would be about as easily understood if they were written in Greek."

C. M. Bullett, grain dealer of Henderson, Ky., testified before the Interstate Commerce Commission at Washington Sept. 21 that the present freight tariffs from 715 stations in the Illinois corn belt, via East St. Louis to Louisville, over the Big Four, Vandalia, Baltimore & Ohio Southwestern and Southern railroads, by means of the reconsignment rate at Louisville, give the dealers in that city a clear advantage over dealers in the lower river gateways of approximately 2½ cents per 100 pounds. This advantage, he said, enables the four roads mentioned to control 95 per cent



The Three R's Will Be Impressed upon Pupils of the Congress Class by Professor Roosevelt.
Minneapolis Journal.

of the Illinois corn, composing the movement in question, and to ship it through Louisville. In submitting his table of rates Mr. Bullett said that a similar table produced Sept. 20 by Traffic Manager Compton of the Louisville & Nashville Railway included many stations outside the corn belt, with the result that the conclusions to be deducted were erroneous as to the real points in issue. W. B. Harrison of St. Louis stated that the shrinkage of 3 cents on western grain was a device of the Louisville lines to force grain from that territory 200 miles out of its natural course via Louisville to the south.

Giant Bean Picker.

To command the full price in the market it is absolutely necessary that shipments of beans be picked to take out all stones, sticks, dirt, split and broken beans and those damaged by storm and weather.



The Giant Bean Picker.

The installation of a regular bean picking plant requires the employment of a large force of girls to operate the machines, for with these machines the picking is done by the operator.

A machine which actually does pick the beans and needs no constant attention from an operator is shown in the engraving herewith, representing the Giant Bean Picker. This machine will take out all foreign matter, also broken beans and from 50 to 90 per cent of the beans damaged by weather, so that in some cases the output will pass for hand-picked beans, adding \$20 to \$30 to the value of each car load of beans picked.

The Giant Bean Picker is constructed entirely of iron and steel, except the rolls, which are of vulcanized rubber. The frame is cast iron, the hopper of galvanized sheet steel. All small shafts are case hardened and will wear twice as long as common shafting.

The beans are received in a large hopper at the top of the machine and are passed thru a double set of revolving feeds into a distributing hopper which delivers them upon the upper ends of the inclined picking and sorting rolls. As the beans

slide down the trough formed by each pair of rolls the rotating of the latter will cause them to seize and grip the bad beans, dirt, sticks, stones and all other foreign substances and carry them down between the rolls at the under side of the machine. The good beans, having a sound and smooth skin, will slide down the trough over the roll surface into a separate hopper which carries them to a spout at the end of the machine.

The rolls are composed of a specially vulcanized rubber and while comparatively hard are yet sufficiently elastic to pass stones. At their upper ends the roll shafts are geared together in sets of two pairs so that the rolls of each pair revolve toward each other, each set being driven by bevel gear from the main shaft. The large capacity of the machine is due to the large number of rolls, there being 48 rolls, or 24 pairs in each machine.

According to the quality and condition of the beans running thru the machine

the operator sets the rolls to a more or less slanting position and regulates the speed of the driving shaft from 100 to 150 revolutions per minute.

These machines are designed especially for elevators and warehouses and in some cases are said to have paid for themselves in 3 months' operation. Additional information will be given readers of the Grain Dealers Journal on application to the builders, A. T. Ferrell & Co.

Corn has been an active trade, and prices of new crop deliveries have advanced sharply, Year selling as high as 50 $\frac{3}{4}$ and January at 50. No decided selling was done on the advance, although considerable changed hands, and it would seem to be unfortunate that any sharp upturn should occur this early in the campaign and before much of the largest crop ever grown had been even cut. It does not seem that there is any reason for apprehension yet, there will be plenty of corn and all that is necessary to secure it is good drying weather. A decided upward movement in prices now would not help trade for many reasons.—Baltimore Produce Report.

Durable Wire Rope Co.

Grain Shovel Ropes

Car Haul Ropes

JUPITER TRANSMISSION ROPES

171 Lake Street

CHICAGO



SUCCESS

It has taken us years to learn as much about the Grain and Stock markets as we know to-day. We can't tell you about it here—but send for our book "Success"—it explains our work fully.

For the past five years we have been demonstrating daily the success of our methods—but we don't even ask you to invest \$5 in a month's subscription to our forecast until we convinced you that the forecast will assist you.

A postal card will bring the book. We want you to read it.

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EXCELLENT OPENINGS FOR MILLS

All owners of flour mills and grain elevators located in the older-settled sections at points where conditions are not entirely satisfactory can be accommodated with locations along the



We will be glad to give particulars regarding very fine openings for mills, especially, in the best wheat growing sections of Oklahoma where large quantities of wagon wheat can be secured. Excellent inducements can be secured from local parties.

Write for a copy of handbook entitled "Opportunities".

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INDUSTRIAL COMMISSIONER

Frisco Building

ST. LOUIS, MO.

ONE WAY COLONISTS' RATES

via

Chicago Great Western Railway, to points in Arizona, California, Colorado, Idaho, Montana, Nevada, Oregon, Utah, Washington, Alberta and British Columbia. Tickets on sale Sept. 15th to October 31st. Choice of Routes. For further information apply to F. P. Lasser, G. A. P. D., 115 Adams St., Chicago, Ill.

Seeds

Covington, Ind., Sept. 25.—Clover seed about 1-3 of a crop, quality only fair.—Thos. Bodine.

The Amzi Godden Seed Co. has been incorporated at Birmingham, Ala., with \$40,000 capital stock.

The flaxseed crop of Minnesota and the 2 Dakotas is estimated by Chas. Dickinson at 24,000,000 to 28,000,000 bus.

Thomas & Lasater, Marks & Stephens and Alton McIver have built seed houses and are buying seed at Broadway, Mo.

Brookville, O., Sept. 21. — Will have very little clover seed in this locality on account of wet weather.—Baker & Williamson.

The squeeze of shorts in October clover seed at Toledo ran the price of that option up to the record high point of \$8.25 on Oct. 5.

Herman Philipps, formerly with the Henry Philipps Seed Co., is forming a company to deal in seed and operate a seed warehouse.

The last state crop report for Ohio shows a poor yield of seed, stating that "The clover seed yield is poor in nearly all places."—H. D.

S. Y. Haynes, seed dealer of Rives Junction, Mich., has pooled his business with L. L. May of St. Paul, Minn., and has removed to St. Paul.

The Tinsley Seed Co. has been incorporated at Louisville, Ky. The capital stock is \$5,000; and the incorporators are Jas. G. and G. T. Tinsley and E. C. Foltz.

The Hathaway Seed & Produce Co., of Mexico, Mo., whose seed and grain elevator was burned Sept. 18, contemplates rebuilding. The loss on the burned building was \$8,000; insured.

Some country dealers are too liberal in buying. Some are paying more than present market justifies, merely because seed has been higher. If you want to speculate, why not buy futures here? Take something you can resell any day and which has a speculative value. On

advancing markets in the fall low grades do not go up as fast as futures.—C. A. King & Co.

The Darch & Hunter Seed Co. has been incorporated at London, Ont. The capital stock is \$40,000, and the incorporators are Frederick J. Darch, John W. Hunter, Geo. A. Young, John O. Richards and Mamie V. Darch.

No clover seed and no timothy or flax seed was imported into the Philippine Islands during the 9 months prior to Apr. 1, in either 1904 or 1905. The imports of other seeds during these months were 66,776 pounds; compared with 138,267 pounds for the same months of 1903-4, as reported by the War Department.

Until we see some indications of a bigger crop of clover seed than the outlook is at present we shall lean to the bull side. Of course there will be reactions. There may be one from present prices, but if the crop does not turn out any larger than indicated now present prices are not high.—J. F. Zahm & Co.

Present prices of clover seed are about the same as year ago, when it advanced later to nearly nine dollars. Some bulls here think it will again this season. We doubt it. More conservative dealers think fluctuations between seven and eight dollars will rule this fall as the speculative demand and receipts vary. Eastern buyers will be compelled to come West for more than they did last season, when Pennsylvania and Maryland had an exceptional crop. What will exporters do? They took a little early last season. Near future will depend partly upon how stubborn the leading October longs are.—C. A. King & Co.

I consider both corn and oats a sale for the active futures every time they ruffle a feather in show of resistance.—E. W. Wagner.

E. S. Holmes, Jr., former associate statistician of the Dept. of Agri., under indictment on the charge of conspiring to defraud the government by prematurely divulging crop reports, surrendered himself to the U. S. marshal at Washington, Aug. 28, and gave bond in the sum of \$10,000.

Improved Cast Iron Boot.

In view of the elimination of fire hazards by the steel construction of elevator heads, legs and boots, as described and illustrated on pages 370 and 371 of the Journal for Sept. 25, special interest centers on the construction of iron elevator boots.

Whether a metal boot is made of cast or wrought iron or steel is immaterial so far as the fire hazard is affected; but such a boot should be designed so as to be easy to clean out in the event of a choke-up. An improved elevator boot which possesses this prime feature of accessibility in the highest degree is illustrated in the engravings herewith. The boot shown in Fig. 1 can have its entire interior completely exposed to view by the removal of the curved bottom pieces as shown in Fig. 2.

The cast-iron bottom pieces have along their edges gaps or spaces cut out, of sufficient size to pass over retaining lugs cast in the frame of the boot. To remove, the cast-iron bottom piece is lifted a short distance until the gaps are opposite the lugs. Handholes are provided in the sides to further assist in cleaning out the boot. Since no cap screws are used to fasten the bottoms the difficulty of taking the bottom out by reason of the threads of the screws becoming burred is obviated. The take-up rods are hollow and supply oil to the bearings, and the complete covering of the bearings makes them practically dust-proof.

Alcohol is superior to all other forms of liquid fuel for explosion engines because of its cleanliness, its cheapness and safety. It burns without odor, smoke or soot. In view of the great benefits to industry the tax on alcohol should be repealed, on spirit that has been made undrinkable.

A combined harvester on less extensive lines than the machine now in use has been built at Moscow, Idaho, and is expected to make a great saving for the Palouse farmer. Four horses can handle the machine, and put the grain in the sack as it is now put in by the shock by the binder.—M. E.

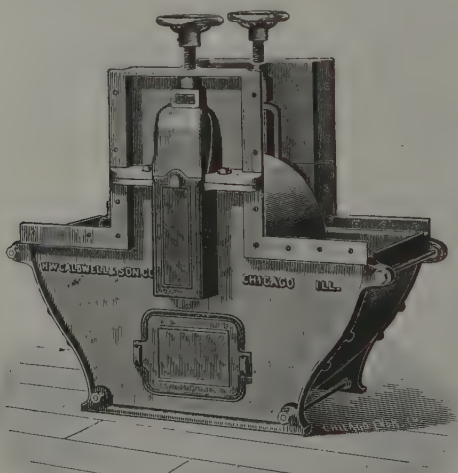


Fig. 1. Cast Iron Elevator Boot.

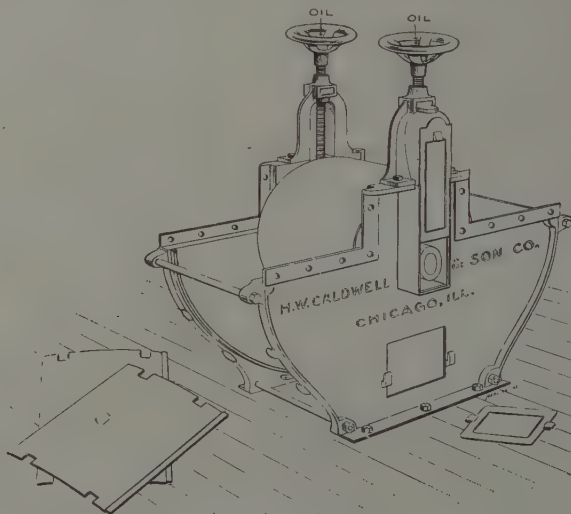


Fig. 2. Iron Boot with Bottom Pieces Removed.

POWER CAR LOADERS FOR ELEVATORS.

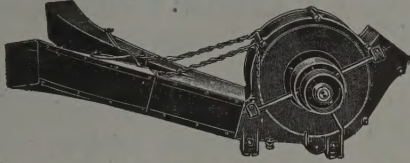
WORTH \$500.00

Maroa Mfg. Co., Maroa, Ill.

Gentlemen:—Have been using the Boss Car Loader No. 14 for several months and consider perfect, and would not do without it for several times the cost.

Weldon, Ill., June 1, 1903.

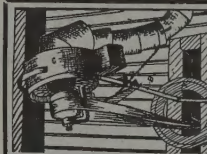
Yours truly,
J. H. ROBERTSON.



them on trial when requested to do so, thereby enabling you to decide.

MAROA MFG. CO., Maroa, Ill.

We receive a good many letters from customers saying they would not do without their Loader for several times what it costs, while one firm in Iowa told us theirs was worth \$500, and another firm in Kansas stated theirs was worth ten times what they paid for it. Of course every one does not value them that high, but we very rarely fail to please our customers, and we ship



NELSON Car Loaders

Are O. K.

Shipped on Trial

Write E. B. Nelson
Burchinal, Iowa
Patentee & Mnfr.

If not in need of a Car Loader you need a

Nelson Flexible

Spout Holder

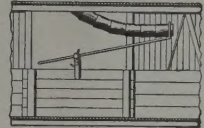
Sold for \$5.00 on

ten days' trial.

E. B. NELSON

Burchinal, Iowa

Patent applied for



TONS to Dollars and Cents

Designed primarily for use of Coal and Hay Dealers. This book of tables shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. It is especially adapted for retailers. It is well printed on good paper, and bound in cloth. It has a marginal index. Size of book 4 1/2 x 8 1/2 inches, 110 pages.

Price \$1.00

GRAIN DEALERS COMPANY
255 LaSalle St. Chicago, Ill.

The Western Air Blast Grain Loader

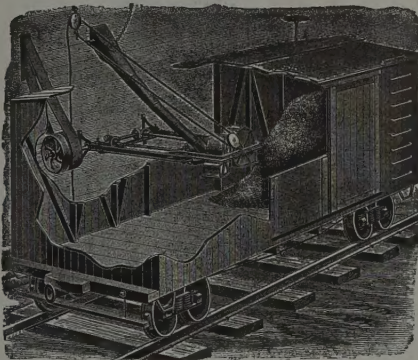
Loads, cleans and cools all at the same time. Latest and best, less power, perfect service. No more cracked corn, cleaner and better grain. After spending about two years in studying this problem we have found the proper principle for loading grain into cars and have perfected a machine which applies the principle of loading grain by air pressure, perfectly. We now have a number of these machines in operation.

Write us for descriptive catalogue and testimonials, prices, etc.

PROGRESSIVE MFG. CO.

PANA, ILL.

The Champion Car Loader



Will fill each end of the car at the same time.

Has a capacity of 6,000 to 9,000 bushels per hour.

A perfect success.

Write the inventor and pioneer manufacturer of the rotary car loaders, for full particulars.

Manufactured by

E. BAUDER

Successor to
E. H. REYNOLDS

STERLING, ILL.

COAL SALES BOOK

FORM 44.

FOR RETAIL COAL DEALERS.

It facilitates bookkeeping, and reduces the chance of error. Practically three books in one. 1. It is the original entry of all sales made. 2. It is the original entry on the scale weights. 3. It is the Journal from which the posting is done.

It contains spaces for 6,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount.

This book is 8 1/2 x 14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth, has leather back and round leather corners. Price, \$1.75.

FOR SALE BY

Grain Dealers Company,

255 La Salle St.

CHICAGO, ILL.

Shippers' Record Book No. 20.

is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9 1/2 x 12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,900 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads.

Price, \$1.75. Address

GRAIN DEALERS COMPANY, 255 LA SALLE ST., CHICAGO, ILL.

Vest Pocket Grain Tables

Clark's Vest Pocket Grain Tables reduce pounds to bushels on any number of pounds from 10 to 100,000.

It is printed in two colors, red and black. The red figures show the pounds and the black the bushels and pounds.

The tables show the following reductions: Oats at 32 lbs.; Corn, Rye and Flaxseed at 56 lbs.; Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs.; Barley and Hungarian Seed at 48 lbs.; Ear Corn at 70 lbs.; Ear Corn at 75 lbs.; Ear Corn at 80 lbs.; Timothy Seed at 45 lbs.

These tables are bound in tough paper and form a thin book, 2 1/4 in. wide by 8 1/4 in. long. Price 50 Cents. Address

GRAIN DEALERS COMPANY

255 LaSalle St., CHICAGO, ILL.

Patents Granted

Explosive Engine Starter. No. 800,290. Emanuel J. Grace, Erie, Pa.

Internal Combustion Turbo-Motor. No. 799,856. Chas. Lemale, Paris, France.

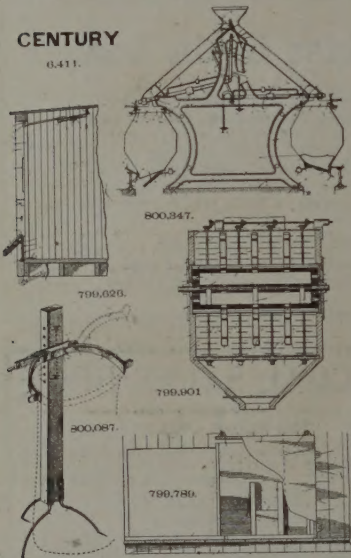
Governing Device for Explosive Motors. No. 800,614. James R. Hubbard, Chicago, Ill.

Vaporizer for Hydrocarbon Engines. No. 799,791. Frank I. Hitchcock, Bridgeport, Conn.

Starting Mechanism for Gasoline Engines. No. 800,372. Andrew J. Haskell, West Bethel, Me.

CENTURY

0.411.



Circuit Controller for Explosion Engines. No. 800,418. Richard Varley, Englewood, N. J., assigner to the Autocoil Co.

Grain Crib. No. 799,755. Eugene F. Powell, Everest, and Thomas B. Gray, Topeka, Kan. Illustrated elsewhere in this number.

Endless Belt Conveyors. No. 6,411. (see cut) The Jeffrey Mfg. Co., of Columbus, O., has registered the word "CENTURY," as a trade mark for endless belt conveyors.

Grain Door for Cars. No. 799,789. (see cut) Samuel R. Helck, Grayville, Ill. The doorway of the car is closed by a panel which slides behind a casing, being guided at the bottom by a removable rail on the car floor.

Grain Door. No. 799,626. (see cut) John W. Boling, Kansas City, Mo. Hinged at the threshold of the doorway is a door comprised of sections hinged together to form a chute. The sections are adapted to fold upon each other and partly beneath the car.

Bag Holder. No. 800,087. (see cut) Joseph C. Downing, Louisiana, Mo. Three metal legs support a 2x4 on which the gripping arms are adjusted. The

outer gripping arms are provided with spurs and stop lugs and are swingingly connected to the inner arms.

Grain Drying Apparatus. No. 799,901. (see cut) Alexander R. Hagner, Hagerstown, Md. A stationary perforated cylinder is encircled by vertical parallel pairs of perforated sheets forming walls dividing the stationary grain receptacle into chambers each containing an agitator driven by the shaft. The cylinder contains a fan.

Machine for Bagging and Weighing Grain. No. 800,347. (see cut) James B. Williams, Minden, La. The automatic weighing and bagging machine comprises a frame, a hopper, discharge chutes leading therefrom, a single valve disposed within the hopper for controlling the flow of material into the chutes, a shaft journaled in the frame beneath the valve and provided with terminal crank arms, scale beams connected to the crank arms, adjustable frames fulcrumed to the beams, grain receptacles carried by the frames and depending hangers pivoted to the valve and arranged in the path of movement of the crank arms for operating the valve by the movement of the scale beams.

Books Received

BETTER ROADS. An illustrated 30-page pamphlet directing the attention of farmers to the ease with which bad roads are made and kept good by proper methods, has been issued by the Missouri State Board of Agri., Geo. B. Ellis, secy., Columbia, Mo.

PLAIN GAS ENGINE SENSE. The man in charge of a gasoline engine needs know little of engineering and still less of technical terms, provided he thoroughly understands a few primary principles. To acquaint the man who is operating an engine for the first time with the practical points is the purpose of E. L. Osborne, author of a little book entitled Plain Gas Engine Sense, written in plain language, with chapters on the cycle of a gas engine, fuel gases and their mixture, compression before igniting, ignition, wiring for electric ignition, power stroke and heat losses, cooling the cylinder, speed regulation, timing the valves and spark, how to apply packings, regrinding valves, proper adjustment, oiling, testing condition, measuring actual horse power, gas engine troubles, the many designs in gas engine construction, gas producer, and a glance ahead. The author combines in each paragraph a statement of the theory so closely connected with the working results that the intelligent reader cannot fail to understand the reasons. Where he expresses an opinion on the merits of different styles the author is fair in criticism, and his condemnation of the methods of certain engine builders is well deserved. Illustrated; 124 pages, 3 1/4 x 5 1/4; Gas Power Publishing Co., St. Joseph, Mich.; price, 50 cents.

A grain elevator of 26,000 tons capacity is to be erected at Bahia Blanca, Argentina, by the Great Southern Railway.

A big St. Louis bucket-shop, finding Governor Folk's anti-gambling crusade too hot, is removing its headquarters to Indianapolis, where a suite of rooms has been leased and 30 private wires installed.

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WATER POWERS,
COAL FIELDS,
IRON ORE RANGES,
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LUMBER DISTRICTS,
MINING DISTRICTS

of the West and Northwest, and
affords the best means of transportation to the markets of the world.

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MUTUAL FIRE INSURANCE CO.

of Lansing, Mich.

Assets\$1,456,464
Losses paid.....1,305,884
Net cash assets.....291,000

Millers' Mutual Fire Insurance Association of Illinois.

ALTON, ILLINOIS.

"In times of harvest lay aside a portion for a rainy day." Isn't that good advice? Well then, carry your insurance in this Company. In twenty-seven years of Underwriting we have saved about one-half of the cost of insurance to Policy-Holders. Think of what that means. Instead of paying \$100 a year only \$50. Isn't that good practice?

Cash Assets\$ 167,000.00
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lies entirely with the elevator owner and his employees. A mutual insurance company returns the sum that has not been used to pay losses.

If the elevator is carefully inspected by owner and employees, as to fire danger then the insurance should be placed with the



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So far this year, that Company has had less than \$5000 losses on the 750 elevators making self-inspections. It makes a large saving to the policy holders. For particulars write,

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For the use of country grain buyers in keeping a record of grain received from farmers.

It is 9½x12 inches, contains 160 pages, giving room for records of 3,000 loads. Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents, and Remarks. The book is printed on Record Line Ledger Paper and is well bound in strong board covers, with leather back and corners. Price, \$1.50.

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Insures Elevators, Mills, Warehouses and Contents. Oldest Mill Mutual in America.
J. G. Sharp, Secretary

SAVED TO MEMBERS OVER \$1,300,000

Record of Cars Shipped FORM 385

Is designed especially for the use of country shippers in keeping a complete record of each car of grain shipped.

It contains 160 pages of Record Linen Ledger paper, ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½x12 inches and has spaces for recording the foregoing facts regarding 2,400 carloads. It is well bound in strong boards with leather back and corners. Price, \$1.50.

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Shafting	Boots
Pulleys	Turnheads
Bearings	Bin Bottoms
Couplings	Spouting
Rope Sheaves	Trippers
Sprocket Wheels	Power Shovels
Link Belting	Belting, Etc.

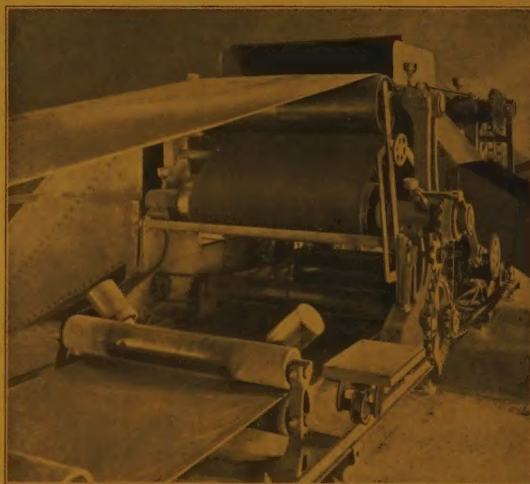


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The expense of installing is nominal and I guarantee good returns on the investment. Write for booklet describing my device.



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Grain Scale Book No. 23

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In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

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